Chandler opens Motorcycle Week with F-USA win

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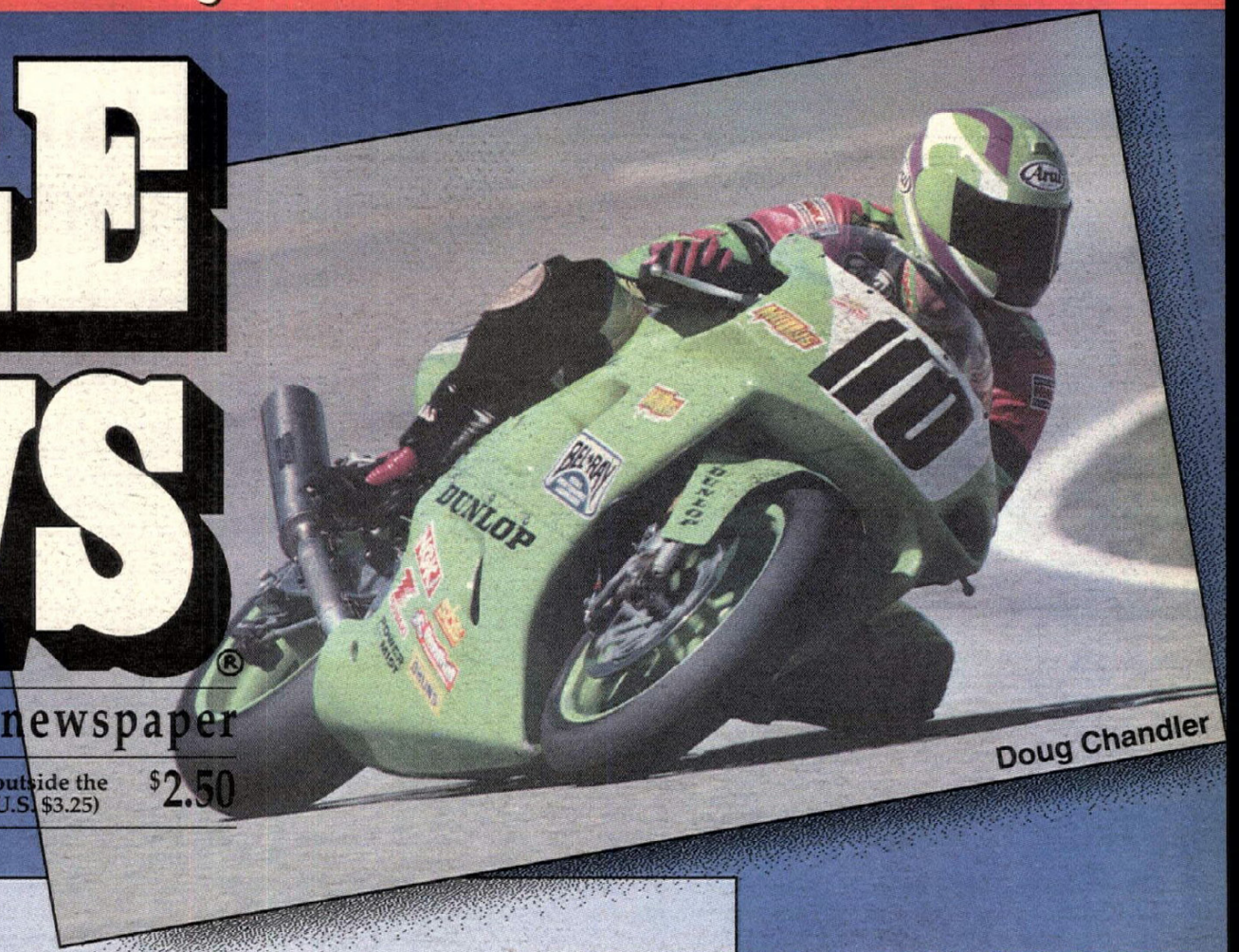
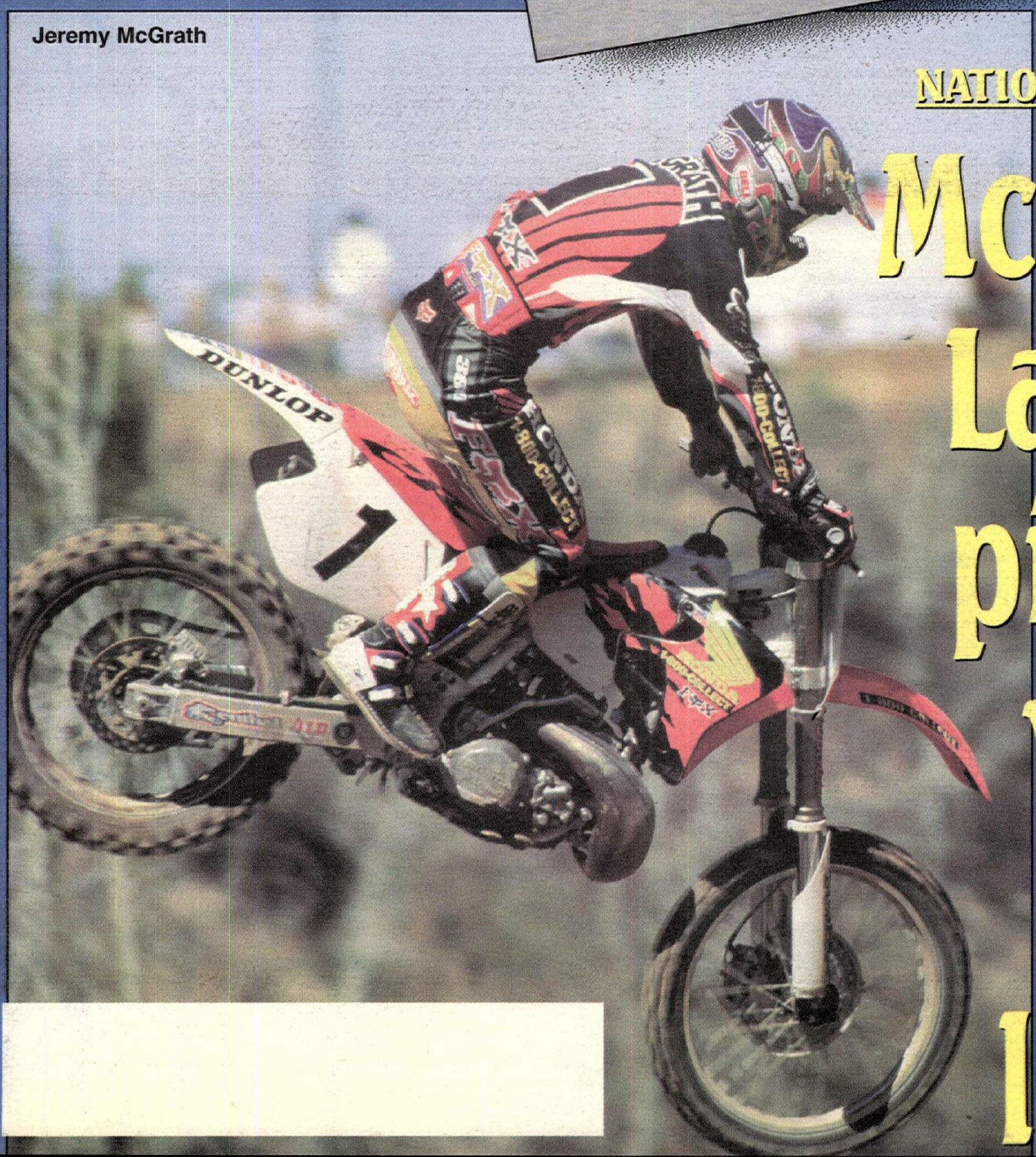


Doug Chandler



Jeremy McGrath

NATIONAL MX OPENER

McGrath, Lamson pick up where they left off

Jimmy Gaddis (Kaw) earned his second consecutive AMA National Arenacross title at the series finale in Denver, Colorado, on March 2-3, at the Denver Coliseum. Gaddis took the PJ1 Super Arenacross National Championship by three points over **Jeromy Buehl** (Kaw). The title chase came down to the final race, won by Buehl, but a fourth-place finish by Gaddis was good enough for him to reclaim the number-one plate. On Friday, **Todd DeHoop** (Hon) scored the 125cc-class win, while Buehl topped both the 250cc final and the Dash For Cash race. On Saturday night, **Grayson Goodman** (Hon) won the 125cc main; Buehl won the 250cc main, and Gaddis the Dash For Cash.

Inclement weather forced postponement or cancellation of three of the first four rounds of the **Florida Flat Track Series**, which takes place during Camel Motorcycle Week. Rain forced a premature halting of the opening round at Oglethorpe Speedway in Savannah, Georgia, on March 1, and left the racing surfaces at St. Augustine Speedway and Barberville Speedway in Florida (rounds two and four, respectively) unfit for competition. Officials have tentatively rescheduled the St. Augustine round for March 6 while the Oglethorpe round has been reset for March 11, the day after the Daytona 200. Round four at Barberville Speedway could not be rescheduled.

Mark Brelsford (BMW) narrowly defeated **Gary Nixon** (BMW) and **Reg Pridmore** (BMW) during round one of the BMW Battle of the Legends series at Daytona International Speedway on March 4. The 1972 AMA Grand National Champion inched ahead of some eight riders to win it at the line.

Tony Smith (Mai) topped **David Fabian** (Mai) and **Bob Barker** (H-D) in the 200cc GP class during race one of the AHRMA Classics Days road races at Daytona International Speedway on March 4. **Stewart Rogers** (Nor) won the Pre-1940 class, finishing ahead of **Ralph Auer** (BMW) and **Butch Baer** (Ind). Rogers later claimed the win in the Class C event, defeating Auer and **Norman Nelson** (Nor).

Alan Cathcart (Yam) scored a runaway victory in the AHRMA BoT Formula One by BMW event at Daytona International Speedway. **Pete Johnson** (M-G) was second, followed by Russ Matson (Duc). The F-3 portion of the BoT race was won by **Mark Reynolds** (Hon). Johnson came back later in the day to bag the BoT F-2 win over **John Long** (Duc) and **Bob Robbins. Todd Henning** (Yam) won the BoT Two-Stroke class ahead of **Rick Newman** (Yam) and **Doug Staddon** (Yam).

Jay Richardson (Duc) won the 250cc GP class during Monday's AHRMA action at Daytona International Speedway. He was followed by **Charles Sexton** (Bul) and **Kemp Archibald** (Duc). **Richard Merhar** (Yam) beat **George Taylor** (Yam) and **Brad Palmer** (Yam) in the Formula 250 event.

David Roper (AJS) scored a last-lap victory over **Dr. Thomas Marquardt** (Hon) in the AHRMA 350cc GP event at Daytona International Speedway on March 4. **Chuck Huneycutt** (Hon) was third. **Todd Henning** (Hon) scored an equally convincing win over **Stephen Mathews** (Nor) and **Gianfranco Bonera** (MV) in the Premier 500cc class.

Greg Schnell (Suz) and **Doug Dubach** (Yam) were the big winners at round five of the GFI Winter MX Series at Perris Raceway in Perris, California, on March 3. Schnell topped the 250cc Pro class, followed by **Don Upton** (Hon) and **Dubach**. Dubach came back to win the 125cc Pro class over Schnell and Upton.

Robert Patterson (Suz) edged out **Doug Blackwell** (Yam) for the overall win at the Sugar Hill Hare Scrambles in Bollivar, Tennessee, on March 3 - round nine of the AMA Mid-South Winter Hare Scrambles Series. Finishing third overall was **Mike Sampson** (Kaw), while **Mike Cornett** (KTM) and **Jack Bailey** (Hon) completed the top five overall.

Greg Zitterkopf (Kaw) and **Johnny Campbell** were the big winners at the fourth annual Malcolm Smith Motorsports/Prairie Dog GP on March 2-3 at Glen Helen Raceway in San Bernardino, California. Zitterkopf won the overall honors in the Unclassified and Vet races while Campbell topped the combined 80/125/4-Stroke/Dual Sport and the 250/500cc classes.

Darryl King (Kaw), the defending New Zealand MX Champion, started his title defense with a victory in Harrisville, New Zealand, on March 2-3. King won four races and finished third in another in the opening round of the series.

Honda Canada's **Jeff Williams**, the ninth-place finisher in the EBC Brakes Sport Bike race at Daytona International Speedway on March 3, was penalized five championship points for having an underweight motorcycle. Williams' Honda CBR600 was weighed at 392 pounds, three pounds below the minimum of 395. Instead of leaving Daytona fifth in points with 26, he's tied with Brett Ray for ninth with 21.

Another rider who was penalized from the opening weekend of road racing at Daytona was MCC/Motorcycle Center's **William White**. After finishing sixth in the Mobil 1 Triumph Speed Triple Challenge, White's Triumph 900 was put on the dynomometer and measured to have 102.1 horsepower, one-tenth above the legal maximum of 102. He was fined $50.

Formula USA Ltd.'s **Doug Gonda** and Muzzy Kawasaki's **Rob Muzzy** spent four hours trying to determine a claiming price for the 1995 ZX-7R that **Doug Chandler** won both NASB/Formula USA races on (see full race coverage on page 12). Since there was no 1995 ZX-7R for sale in the U.S. last year, Gonda suggested the price be the cost of a 1994 machine, $10,700. Muzzy had contacted Robert Moffitt, Kawasaki's vice president for sales, who determined that if the ZX-7R had been sold in the U.S. it would have sold for $11,500, a difference of $800. But since the claiming rule is the cost times four, it became a $3000 discrepancy. At one point Muzzy suggested taking the 1995 price from anywhere in the world, but Gonda wouldn't agree to it. According to Muzzy, Gonda suggested that they revert to the next lower model, the standard ZX-7, which retails for less than $10,000. That offer was summarily dismissed. What should have been a five-minute conversation turned into a four-hour ordeal that left Muzzy cold. "I'm not particularly happy about it, and I made it clear that I wasn't," Muzzy said. "I conceded just to get it over and done with." Muzzy said he had considered consulting a lawyer, but the cost and time commitment convinced him otherwise. What most disappointed Muzzy was that he felt that he played by the rules, fully aware that the motorcycle could be claimed, and made no attempt to withhold it. "He did not fulfill his end of the deal," Muzzy said.

How valuable the motorcycle was is a point of much discussion. The bike is one of Scott Russell's 1995 World Superbike machines that Doug Chandler was going to use as a spare for the **Daytona 200**. Chandler has one 1996 machine. Muzzy says that he sold a similar bike on Friday for $25,000 and has advertised these for the same price. What is thought to drive the value up on this was that it had a gear-driven engine. "If somebody's going to race it, it's the stupidest thing they could do," Muzzy said, adding that, aside from trouble getting parts, the engine does not provide a significant advantage. "The difference is that when Anthony Gobert set the new lap record at Laguna Seca (World Superbike race) on Saturday he was using a chain-driven engine. When he upped it the next day by one-tenth it was with a gear-driven engine."

What will ultimately become of the **claimed motorcycle** hasn't been decided. Gonda said: "Quite frankly, it's the first motorcycle to win the first F-USA race ever at Daytona. I'd like to stick it in a museum. There are a number of people interested. Rob told me it was Scott's last year's World Superbike. It's as good a Kawasaki as has been built in the world in '95."

Team Oliver Yamaha's **Rich Oliver** said that he was surprised by the attention generated when word got out that he had entered the Daytona 200. "I entered because I wanted to be available to Yamaha in case they needed me. I did it on my own. I thought it wise to make myself available as far as licensing. I paid my money and got my number 97," Oliver said. So far, Oliver has not been asked to ride the 200, but is excited about his chances in the 250cc Grand Prix race. "I'm working toward the Friday program," Oliver said of the 100K race. "I'm a full second faster than I was last year on my second day here. I'm just over the moon."

A round of the **AMA National Enduro Series** has been added as a result of the cancellation of the February 11 Wickenburg National in Arizona. The new round will be held in Bellingham, Washington, on October 13, bringing the total number of events back up to nine. The Mount Baker Motorcycle Club will host the enduro. For more information, call 360/734-0492.

Motorcycle-racers-turned-open-wheel car-racers update dept: Four-time 500cc World Champion **Eddie Lawson** had a highly successful Indy car debut at the Homestead Motorsports Complex in Homestead, Florida, on March 3, finishing 15th in his Delco-backed Galles Racing Lola-Mercedes. The Californian stayed clear of trouble, finishing two laps behind race winner Jimmy Vasser. Former multi-time AMA motocross champion **Jeff Ward**, meanwhile, finished fifth in the Indy Lights race, held earlier in the day at Homestead. Ward's race was won by Canadian David Empringham.

Motorcycle-racers-turned-stock-car-racers update dept.: Former 500cc World Champion **Kevin Schwantz** has signed a deal with Roehrig Motorsports that

Elsinore Grand Prix revisited?

Remember the Elsinore Grand Prix, the race that was highlighted in the movie "On Any Sunday"? How can anyone who has ever seen the movie, forget the scenes of Malcolm Smith and Steve McQueen racing through the streets of Lake Elsinore on their red and silver Husqvarnas, or riders using downtown concrete curbs for berms, or the huge mud hole and the openings in the fence Smith used to go around the mud hole, or the spectacular aerial footage of Smith racing down the Ridge Trail as the course headed back into town? Well, if GFI promoter Goat Breker has his way, the infamous Elsinore Grand Prix will no longer be just memories from a movie, as he plans to resurrect the race over the Veterans Day Weekend in November.

The race, which used to draw thousands of riders every year and was so popular that Honda used to name its CR "Elsinore" motocross bikes after the GP, was last held in the early '70s. After a recent city council meeting that was attended by representatives from all four of the major Japanese motorcycle manufacturers, including Kawasaki race team manager Roy Turner and off-road manager Kenny Parry, Yamaha's Mike Guerra, Suzuki's Cole Gress and Honda's Keith Dowdler, the city gave Breker a preliminary approval to bring the race back to life. Other industry representatives in attendance included former National MX and Supercross Champion David Bailey, who is now a commentator for ESPN, "Wheelie King" Doug Domokos, three-time personal watercraft IJSBA Pro National Champion Victor Sheldon and "MX Mom" Gale Webb, all of whom guarantee their support of the race.

If approved, the event will be called the "Lake Elsinore Extreme Extravaganza Weekend," and, besides the Grand Prix race, will feature watercraft and water ski races on nearby Lake Elsinore, and a mountain bike event, plus booths, displays and demonstrations, such as hang-gliding, parachuting, and in-line skating. Also planned is a Musicfest Concert at Lake Elsinore Stadium and a special showing of "On Any Sunday" at the city Meeting Hall.

"I want to make this event the Daytona Motorcycle Week of the West Coast," said Breker. "I've been working on this project for over two years." He added that he'll limit the number of entries for the annual Grand Prix to 1500 (at least for the first year) with hopes of drawing up to 20,000 spectators.

The city council is on the verge of giving its approval, but before they can, several sections of the course's routing and other details still need to be ironed out. As of now, though, the proposed five-mile-a-lap course consists of both paved and dirt roads, running through neighborhoods and the hills behind the old rodeo grounds, including the Ridge Trail featured in the movie. Mayor Kevin Pape said he likes the idea of bringing back the Elsinore Grand Prix, an event that brought added revenue to the city.

The Lake Elsinore Extreme Extravaganza Weekend is scheduled for November 8-11.

will see him compete in the 1996 NASCAR Craftsman Truck Series. The Texan, who will race the team's Chevy truck in 10 races in '96, will make his debut in the Heartland Park Topeka round in Kansas, on June 9. When Schwantz isn't driving the truck, his teammate Johnny Benson Jr. will.

The new **Thunderhill Park** road race course located in Willows, California - an hour or so north of Sacramento - is offering motorcycle testing days on Friday, April 19 and Friday, July 5 and September 20. For a fee ($100 full day, $75 half day) riders can use the circuit under full supervision of AFM officials.

The AMA's **Pro Club**, a VIP service for association members who attend AMA Superbike Series road race events, is set to begin its second season. By showing a current AMA membership card at any 1996 Superbike National - except Daytona - members can take advantage of such things as admission to an AMA Pro Club hospitality tent, free beverages, free motorcycle parking and a free lap of the track on their motorcycles. For more information, call 614/891-2425.

The **1996 AMA/NATC National Observed Trials Championship** gets under way on March 23, with the nation's top trials riders competing in the first of nine rounds. The Lucerne Valley, California, round kicks off the season with **Geoff Aaron** seeking a third successive National Championship. Rounds two and three of the series will be held in White City, Illinois, on June 29-30 with rounds four and five being held in Jasper, Tennessee, on July 67. From there the series returns to California for rounds six and seven in Norden on August 10-11 with the final two rounds scheduled to take place in Omaha, Nebraska, on September 21 and Kansas City, Kansas, on September 22. The U.S. round of the World Trials Championship will be held in Exeter, Rhode Island, on May 25-26.

Sport Bike Night at America Live in Sacramento, California, will be held from 10 a.m. to 1 p.m. on Sunday, March 10, featuring the "Daytona 200 Special" with live coverage of the race being shown at the Sports Bar. For more information, call Mike Summers at 916/373-1557.

Purchasers of **Ducati** motorcycles in North America are entitled to receive a pure silver collectible coin commemorating their purchase. The coins, which have an approximate value of $50 but will not be offered for sale, will be boxed, numbered and will depict the Ducati logo and the words "Style, Sophistication and Performance."

Motorcycle entrants have until April 1 to enter the 74th running of the **Chevrolet Pikes Peak International Hillclimb**, which is scheduled to run on July 4.

Kawasaki Heavy Industries Ltd. Consumer Products Group, which manufactures Kawasaki motorcycles, Jet Skis, ATVs, Mule utility vehicles and portable generators, produced its **10 millionth unit** on February 20. The unit was a Vulcan 1500 Classic motorcycle that rolled off the Akashi Works production line in Kobe, Japan, at 11 a.m. The milestone comes as KHI begins its 100th anniversary year.

A press release issued by the **FIM** was sent to *Cycle News*, reminding us that the FIM is "the unique holder of the TV and marketing rights of the Road Racing Grand Prix World Championships, rights that were assigned by a contract valid until the year 2006 to the company Dorna/TWP with whom, furthermore, it maintains a good relationship." The release is obviously in response to the recent news that IRTA (the teams association) recently signed a contract with a rival sports promotion group, IRL - and that the FIM is in full support of its current contract with Dorna/TWP.

AMA Pro Racing's Larry Lawrence met with editors at **USA Today**, the Associated Press and Reuters news service in New York on February 14, in an effort to raise the awareness of **AMA Pro Racing** among those news outlets and to learn of future developments in news gathering. "I was somewhat surprised at how receptive the national media was to hearing about motorcycle racing," Lawrence said. "There is a recognition that motorsports in general are becoming increasingly popular among this country's sports fans, and that motorcycle racing is a major segment in this growth area."

The premiere issue of the **AMA Official Motorcycle Price Guide**, a "bluebook" listing the current market values of 23 different makes of motorcycles and personal watercraft, is now available. The officially licensed AMA-logo product is being published by CPI Limited, and the company will update the book three times a year. The guide will sell for $12.95 or $30 for a one-year subscription (three issues). For more information, or to place an order, contact CPI Ltd. at P.O Box 3190, Laurel, MD 20709, 800/972-5312.

Last week we inaccurately reported that a **Miguel DuHamel** victory in the Daytona 200 would move him to seventh on the all-time AMA Superbike win list - alone. DuHamel actually would move into a tie for seventh on the list with **Mike Baldwin** at 10 wins apiece. **Kevin Schwantz** is currently tied with DuHamel for eighth on the list with nine wins. All of these inaccuracies are thanks to last year's **AMA media guide**, a book riddled with bad information. So bad in fact that last year the world believed that DuHamel was chasing Wayne Rainey's consecutive win streak of six during the 1995 AMA Superbike National Championship. DuHamel was actually chasing a record that didn't exist. Despite season-long hype, Rainey never won six straight AMA races in 1983. Thus, the record for successive AMA Superbike wins is held by none other than DuHamel. The all-time leader on the AMA Superbike win list, by the way, is Fred Merkel with 20 career victories. The AMA said the inaccuracies in past media guides regarding superbike victories were due to "a record-keeping error."

According to a press release from the AMA, **AMA Pro Racing** has posted **$12.1 million** in purses, contingency awards and championship point funds for the 1996 racing season - the largest ever for the 71-year-old racing organization.

The AMA has also announced that it will award a **Mechanic of the Year Award** at the conclusion of the 1996 racing season. The award will go to one individual in AMA Pro Racing "who exhibits a professional attitude, represents the sport well, and has demonstrated high technical expertise." The winner will receive a complete set of gear from Mechanix Wear, a shock spring rater from Intercomp, and other additional products that AMA Pro Racing will procure for the program.

Pace Supersports has announced a secondary hotel for the upcoming **Charlotte Supercross**. The first hotel - the Homewood Suites - cannot handle trucks and trailers, but the Holiday Inn Express in Concord, North Carolina, can. For reservations at the Holiday Inn, call 704/342-0817.

The **entry mailing** for the Pomona and Laguna Seca rounds of the **AMA Superbike National Championship Series** has been sent out, according to the AMA. Enclosed in the package is a season entry form, both event schedules, and purse information for Pomona. Purse information for the Laguna Seca round will be available shortly and will be sent with acceptance letters. The pre-entry closing dates have also been changed and Pomona will close on March 10 with Laguna closing on March 18. Entries will be available and accepted at Daytona during Camel Motorcycle Week. Racers must have submitted a complete AMA license application before their entries will be accepted. For more information, call 614/891-2425.

According to **Michelin** tire spokesman Claude Leroux, the French rubber company has been using **dual-compound racing slicks** since 1993. Leroux said that Carl Fogarty won the last round of the 1994 World Superbike Championship in Australia using the tire and that the Fast By Ferracci team of Mike Smith and Freddie Spencer used the tire during the 1995 Daytona 200 and at one other AMA event in '95. "It's really a thing of the past," Leroux said. "Our people are working in other areas already."

AUTOGRAPH SIGNING: At Stubbs Cycle in Houston, Texas, on March 15 from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 713/644-7535.

HIRED: Chris Jonnum, as Associate Editor of Mountain Biker magazine. Jonnum has been an Associate Editor of *Cycle News*, and also its sister publication *Personal Watercraft Illustrated*, for the past four years.

AUTOGRAPH SIGNING: At D&S Kawasaki/Honda in Arlington, Texas, on March 22 from 7 to 9 p.m. Television star Larry Maiers and Team Kawasaki's Damon Huffman, Jeff Emig and Ryan Hughes are scheduled to appear. For more information, call 817/465-5454.

AUTOGRAPH SIGNING: At Sports Cycle in Sulphur, Louisiana, on March 15 from 5 to 8 p.m. Team Suzuki's off-road racing team is scheduled to appear. For more information, call 318/625-3278.

AUTOGRAPH SIGNING: At The Cycle Shack in Stafford, Texas, on March 15 from 6:30 to 8 p.m. Team Yamaha's Damon Bradshaw, John Dowd and Kevin Windham are scheduled to appear. For more information, call 713/530-9337.

AUTOGRAPH SIGNING: At Arlington Suzuki in Arlington, Texas, on March 22 from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 817/261-0706.

AUTOGRAPH SIGNING: At A.J. Foyt Cycles in Houston, Texas, on March 15 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ryan Hughes and Damon Huffman are scheduled to appear. For more information, call 713/445-4227. CN

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VOICES
Letters to the editor

Keep Massachusetts open

I would like to thank and congratulate the hundreds of ORV riders who wrote or called their legislator and the Department of Environmental Management (DEM), regarding the proposal that would permanently close Myles Standish State Forest, Douglas State Forest and many other such ORV areas in Massachusetts. In response to the outcry, the DEM has changed the proposal and pushed back the date of the DEM Board vote. The regulation is not final until a majority vote of the DEM Board, and the vote will be in April.

Unfortunately, even after the change, the proposal could still shut down the aforementioned ORV areas, so the battle isn't over yet. I encourage all Massachusetts motorcyclists to call Governor William F. Weld's office at 617/727-3600 and tell the external affairs person your name and address and that you strongly oppose the Governor's proposed closing of any Massachusetts State Forest to off-road vehicles. You can also write a letter and send a copy to Governor Weld, Lt. Gov. A. Paul Cellucci, Secretary of Environmental Affairs Trudy Coxe, and your representative and senator at the Massachusetts State House. You can also send your letters to Weld's campaign headquarters at Weld for U.S. Senate, 90 Canal St., 4th floor, Boston, Massachusetts 02114, or call 617/367-9400. If you need any assistance or can be of any assistance, call me anytime at 508/947-4450 or 617/847-0001.

Mark Bettencourt
Middleboro, Massachusetts

Net I

You know, I really don't like reading the reply letters that beat various subjects (McGrath, etc.) into the ground, but I can't help but reply to Brian Halton's letter about the Internet (Voices, Issue #9, March 6).

First, let me say that I am far from a computer geek. I do agree that the Internet has its imperfections and that there is a lot of "junk" on the net. However, it is also an incredible resource for information. While CB radio introduced the public to the novelty of radio, it was/is still just a communication tool. While the Internet can be used as a communication tool, it also opens up plenty of other possibilities. I have used it to search and find information relating to viruses/medicinal info, upcoming concerts, financial information, up-to-date weather, and even finding out that McGrath won yet another Supercross the same night he won it - courtesy of *Cycle News*. These are just a few examples. If Brian chooses not to use the Internet, that is his choice. That is one less person to slow the system down.

On another subject, I would like to take this opportunity to thank the many individuals and clubs that work to save the land many of us ride on. These groups include the National Off-Highway Vehicle Conservation Council, the Blue Ribbon Coalition and Tread Lightly, to name just a few. I would like to encourage *Cycle News* to extend at least a little coverage to these groups and their activities. It is quite likely you have ridden on land that they kept open, or worse, lost a favorite riding area that was closed before action could be taken. I may never ride in the desert in California, but it is nice to know that thanks to the people that got involved, I at least have that opportunity.

David Clemens
dclemens@stargate.1starnet.com

Net II

Concerning recent "Voices" letters concerning the Internet and the speed with which *Cycle News* publishes its reports, I am compelled to make the following observations. As a subscriber for the past 28 years, I know that on Wednesday (usually) I have been able to read about national events from the previous weekend and international races from two weekends prior. Last summer, the one-week delay for international coverage was eliminated with the digital transmission of photographs from the World Championship Road Race and World Superbike rounds. I can now get full race reporting and actual event photographs within three days of the event. In Britain, Motor Cycle News also hits the stands on Wednesdays, so we're even, at least for those events.

With the Internet edition of *Cycle News*, you have taken motorcycle news publishing to a new level. I can now get results from Sunday's races, from anywhere in the world, the next day. I congratulate your technological foresight and your New Media Development department for putting Cycle News on the cutting edge. Keep up the good work.

Now, I never owned a CB radio, but I do know this: On the Web I can read *Cycle News*, the New York Times and the Wall Street Journal. I can access libraries and catalogues and institutions and museums. I can send this letter via e-mail. Digital technology is changing the way we live faster than some people can accept. I'm grateful that *Cycle News* is not afraid of change.

Michael Barker
Venice, CA
mtbarker@interramp.com

Clothes minded

I recently ordered *Cycle News* for my 12-year-old son. As a mom, I want you to know I strongly object to your front-cover photo on the February 28, 1996, number 8 issue.

After I penned in some pants on the two G-stringed riders, I felt better about my young son having his copy, which he reads and enjoys very much. However, any more similar photos and we're history on renewing the subscription.

M. Zabransky
Bothell, WA

Filling the void

Thank you for the interview with Joe Kopp. It is good to see him living a dream of his (and so many of us wannabes). After reading the interview with Gary Mathers, in which he said that part of the package of hiring a rider is someone who has all his teeth, I can see that this fits Joe also; he's a good-looking kid and can talk well, too. Mark my words, Joe will make his name known by his racing, though.

By the way, he has two brothers who race. Lonnie is a Pro dirt tracker, and watch for Robbie, who just finished 17th at the Hollister, California, Hare Scrambles against guys like Scott Plessinger, Steve Hatch and Rodney Smith.

The interview with Gary Mathers was neat, too. In the early 1970s he and I worked for Darrell Triber in Spokane, Washington. It was good to get an update on what he's doing.

Keep up the good work. I really like it when you throw some variety into your paper. Sometimes Idaho is like a vacuum. We don't hear about things until they are ancient history.

John Johnson
Post Falls, ID

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Jeremy McGrath won both 250cc motos at the opening round of the National MX Series in Gainesville, Florida. See page 6. Photo by Kinney Jones. Doug Chandler returned to winning ways at the F-USA round at Daytona International Speedway. See page 12. Photo by Henny Ray Abrams.

DOWD DOMINATES ATLANTA— takes 3 firsts!

When Team Yamaha rider John Dowd landed in Atlanta for round three of the AMA 125cc Eastern Regional Supercross series, he had only one thing in mind: Taking 1st.

He did it. 3 times over.

First, he chewed through the competition like a junkyard dog, taking 1st place in the main event.

At the same time, he took over 1st place in the 125cc Eastern Regional Supercross point standings.

And he's the 1st rider in AMA history to win a 125cc Supercross event at the *"ripe old age"* of 30.

(Of course, riding the 1996 YZ125, Motocross Action's Bike of the Year didn't hurt either.)

1 race.

3 firsts.

We really like his version of *"doing a triple"*.

Congratulations to John Dowd, the fastest, oldest *(and nicest)* guy ever to win a 125 Supercross!

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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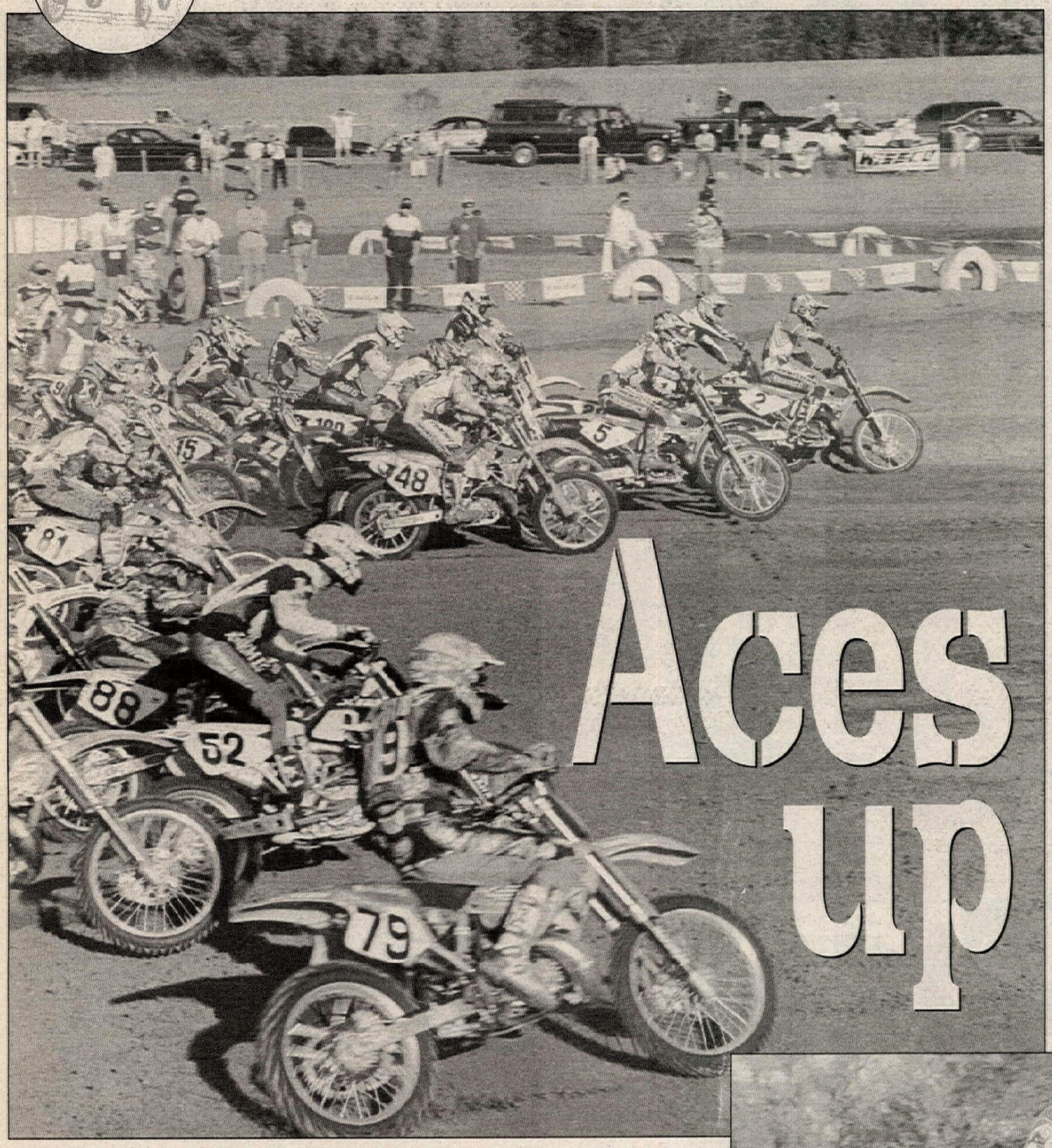
Round 1: Gatorback Cycle Park



Aces up

By Donn Maeda
Photos by Kinney Jones and Maeda

GAINESVILLE, FL, MAR. 3

A stroll through Gatorback Cycle Park at the first outdoor National of the year revealed what can only be described as the most professional looking pits in the sport's history. Along with the tractor trailer rigs of the Kawasaki, Yamaha, Suzuki, Honda of Troy/Sinisalo and SplitFire/Pro Circuit/Kawasaki teams come a handful of fifth-wheel trailers belonging to various privateer squads. Fancy paint jobs and huge awnings created quite a presence in the pits, and the pair of Team Honda/1-800-Collect/Fox box vans that were parked on the outskirts of the pit area almost went unnoticed.

In those humble Honda pits, however, were the two bikes and riders that mattered most - the number-one CRs of reigning 125 and 250cc National Champions Steve Lamson and Jeremy McGrath.

"Sure, the big semis have a great impact in the pits," said Honda Team Manager Wes McCoy before the start of the afternoon's program. "But all that presence in the pits doesn't mean a thing on the track."

How true.

When all was said and done, both Lamson and McGrath - the only factory Honda riders - emerged victorious and kicked off their respective title defenses in grand fashion. For Lamson, the race marked the first time that the likable Californian has ever carried a number-one plate, and he proved worthy of the digit by posting 2-1 moto finishes for the overall win. Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon scored a convincing win in the first go-around, while Lamson admittedly struggled to find his usual fast pace, but in the all-important second moto, Lamson dropped the hammer and enjoyed a start-to-finish romp. Pichon, meanwhile, crashed on the first lap and could only muster a 12th-place finish for fifth overall. Suzuki privateer Scott Sheak was a remarkable second overall, thanks to consistent 3-3 finishes, while Honda of Troy/Sinisalo's Mike Brown rounded out the top three with 5-2 scores.

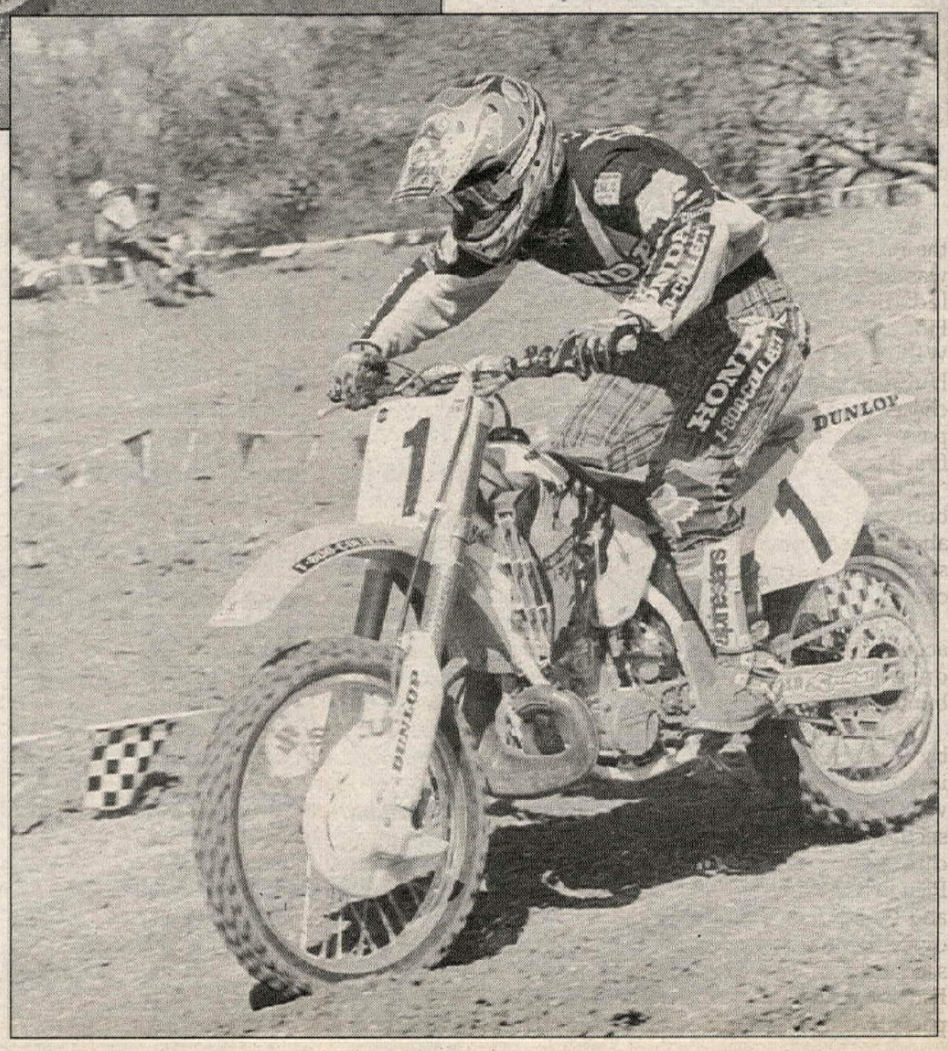
"I'm really relieved," said Lamson following his 10th-career National win. "I rode kind of tight in the first moto, and I didn't have very good lines, but in the second moto, I felt good. I figure that this place kind of owed me after last year. (Lamson won the opening moto at last year's event in runaway fashion, but was forced to retire in the second race with a broken front wheel).

Fourth in the 125cc division went to Kawasaki's Damon Huffman, the man many expected to give Lamson a run for his money. The two-time Western Regional 125cc Champion rode tight in the first moto and came home fourth, and a smashed pipe in the second go-around saw him struggle to a fifth-place finish for fourth overall.

In the 250cc division, McGrath enjoyed a perfect 1-1 day. While the Californian's first-moto win came relatively easy, McGrath was forced to work for his victory in moto two. Kawasaki's Jeff Emig led from the get-go and fended off McGrath's charges for nearly 30 minutes. It wasn't until the final five minutes of the race that McGrath stormed past, and he was instantly awarded some breathing room when Emig crashed while trying to retaliate. While McGrath pranced off with his 10th career National win, Emig recovered quickly enough to salvage second overall with his 2-2 moto scores. Emig's Kawasaki teammate Ryan Hughes turned in a pair of steady, third-place finishes and rounded out the podium. "Man, I wanted to win this race bad," said McGrath. "The first moto was easy, real easy, but I had to ride a little harder that second moto. A lot of people were saying that my competition would be tougher this year, but I shut 'em down again."

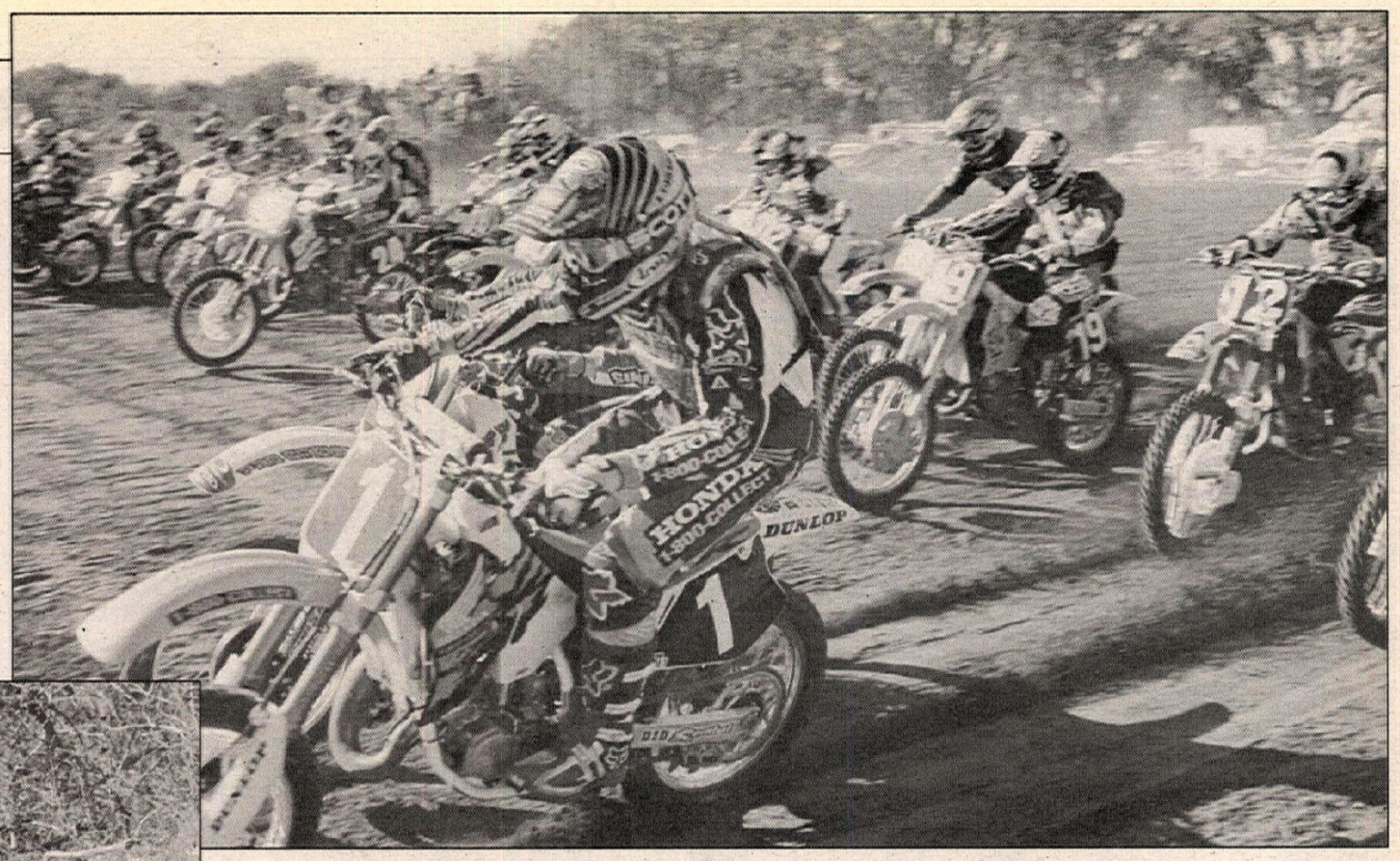
Yamaha's Damon Bradshaw turned in 6-4 scores for fourth overall, the North Carolinan looking much better in the second moto than the first, as his over-the-bars riding style seems to have returned. Three-time World Champion Greg Albertyn appeared to be the competition's greatest hope in the early stages of

(Left) Kawasaki's Jeff Emig (2) grabbed the holeshot in the first 250cc National moto at the series opener at Gainesville, Florida. Emig went 2-2.
(Below) Team Honda's Jeremy McGrath carried his supercross-winning momentum into the outdoor Nationals. He easily won the first 250cc moto, and scored a hard-fought victory in the second moto.



moto one as he applied heavy pressure to McGrath, but a few bobbles allowed the Kawasaki duo of Emig and Hughes to sneak past and he came home fourth. In race two, Albertyn crashed hard in the first turn but worked back up to 10th for fifth overall. Former 250cc National Champion Mike LaRocco had a terrible day. Though he was fifth in the first race, an endo on the huge "elevator" uphill double jump in race two dropped him to eighth overall.

Heavy rainfall in the days preceding the event had many worrying about the course conditions, but the Mark Barnett-designed track shaped up beautifully and provided excellent race action and plenty of different lines.



(Above) Defending champ Steve Lamson struggled a little bit in the first 125cc National moto, finishing second. But Lamson came back in the second moto and barely worked up a sweat en route to the moto win and overall victory. (Left) McGrath and Emig scrapped in the second moto, where Emig led for most of the race before getting passed by the defending champ.

125cc NATIONAL

When the gate dropped at the start of the first 30-minute-plus-two-lap moto, it was Lamson's number-one Honda that led the field through the first turn. Honda of Troy/Sinisalo teamsters Jeff Willoh and Mike Brown, and Pichon, Huffman and Yamaha's John Dowd gave chase. Brown was the first to strike, and passed both Willoh and Lamson on the first lap.

"I saw a good chance to pass them both, so I took it, said Brown. "But on about the second or third lap, my arms started to pump up really bad and I couldn't hang on."

Brown surrendered his recently acquired lead to Lamson on lap two, and only a few turns later he was also bumped back by an on-fire Pichon.

The Frenchman jumped past Brown by the grandstand tabletop area and instantly began to pressure Lamson, and was able to take over the lead in the back section of the course on lap three. The duo swapped the lead twice before Pichon was able to make a clean break, and by lap five, the race for the win was over. Pichon stretched his lead to five seconds over Lamson, who in turn also had breathing room over the rest of the pack, but his lead jumped to a whopping 12 seconds at one point when Lamson fell in a soft berm near the start area.

"I was riding tight, but I wasn't really worried about Pichon," said Lamson. "Just as I was starting to loosen up, I lost the front end in a soft berm. I got up and the radiator was bent pretty bad and coolant was leaking out, but luckily it didn't seize or anything."

Lamson's spill allowed Pichon to relax up front, and at the some time gave third-placed Huffman the chance to close in and take a shot at second place. But Huffman, like so many others, was struggling to relax his pumped up forearms.

"My arms were tight and I wasn't riding good at all," said Huffman. "That's common for the first National of the year, though."

While Huffman tried to find a way around Lamson, no one even noticed the steadily advancing Suzuki of Scott Sheak. The personable New Yorker started the race sixth and slowly but surely began to gain ground on the front-runners. While his factory-backed competitors complained of arm pump, Sheak set a blistering pace that rewarded him with a third-place finish in the end. Sheak pushed his way past Huffman on lap 11, and went on to hound Lamson for second until the bitter end.

"I finally have it all figured out - what it takes to go fast as a privateer," said Sheak. "When I got up to Lamson he had better lines than me, but I started to take them also and I was right on him."

Runaway leader Pichon eased up towards the end and greeted the checkered flag five seconds ahead of Lamson, Sheak, Huffman and Brown.

"That was not so easy," said Pichon. "I got a good start, which was important, but in the first two laps I did not have a good rhythm. When it came, I passed Lamson and Brown and tried to pull away as fast and far as I could, because I knew I would get tired at the end. I haven't been riding motocross enough, and I was very tired at the end of the race, but Lamson's crash helped me. I made no mistakes and I had good lines, so we will see what happens in race two."

Unfortunately for Pichon, his chances for the overall win were dismal at the drop of the gate and non-existent before the completion of the first lap. Lamson again led the way with a huge holeshot, and had Suzuki's Ezra Lusk, Brown, Chaparral's Brian Deegan, Suzuki's Tim Ferry and Sheak in tow. Pichon suffered a terrible start, and ended his chances of a come-from-behind win when he crashed in the whoops.

"I got a bad start and I was trying very hard, " said Pichon. "I made a very big mistake in the whoops, and I hit the jump at the end out of control and went over the bars. After that I was very tired. But a moto win is good for the team, and it is a long championship."

Meanwhile, Lamson locked his brain into autopilot and ran away with an easy win. The Honda rider was never challenged throughout the race, and flew across the finish line with a seven-second margin of victory.

"I got the holeshot and just used my head," said Lamson. "Mike (Gosselaar) gave me my lap times on the pit board, but I never knew how big my lead was. I had better lines in moto two. I talked with Jeremy in between motos and we compared notes."

Behind Lamson, the action was hot and heavy for the first few laps. Lusk and Ferry rode strong in the first half, but both tapered off in the end. Ferry ran as high as second, but tired and ended up a distant sixth. Lusk, meanwhile, got as high as third, but was an even more disappointing 13th. Suzuki Team Manager Roger DeCoster was spotted shaking his head as he watched from the sidelines.

Brown gained control of second for good on lap 12 after scrapping with Ferry, and eventually crossed the finish line with four seconds to spare over third-placed Sheak. "I knew that I would ride better in the second moto," said Brown. "In the first race I had to sit around for a while and wait for my arms to stop pumping up, but I was able to ride hard in the whole second moto."

Sheak's race to third was remarkable, as he collided with Lusk on the fourth lap and was forced to carry on with a damaged machine. While the broken radiator shroud was obvious to those on the sidelines, Sheak's biggest setback was a snapped-off clutch lever.

"I went to reach for it and it wasn't there and I thought, 'Oh boy,'" said Sheak. "I just started downshifting a whole lot and rode as fast as I could. I had some trouble with the real deep ruts where you lose your balance, but I was surprised at how fast I was able to go."

Sheak worked through the pack and passed riders, including Lusk and Ferry, en route to third in the moto and second overall. Yamaha's John Dowd crossed the finish line fourth after scrapping tooth and nail with Huffman and Deegan throughout the race. At one point, Dowd crashed and lost contact with the other two, but the tough Massachusetts rider gritted his teeth, caught back up, and repassed them both.

"I rode a lot better in the second half of the race," said Dowd. "I had my head up my butt in the first few laps. When I fell I figured that I had nothing to lose, so I let it hang out."

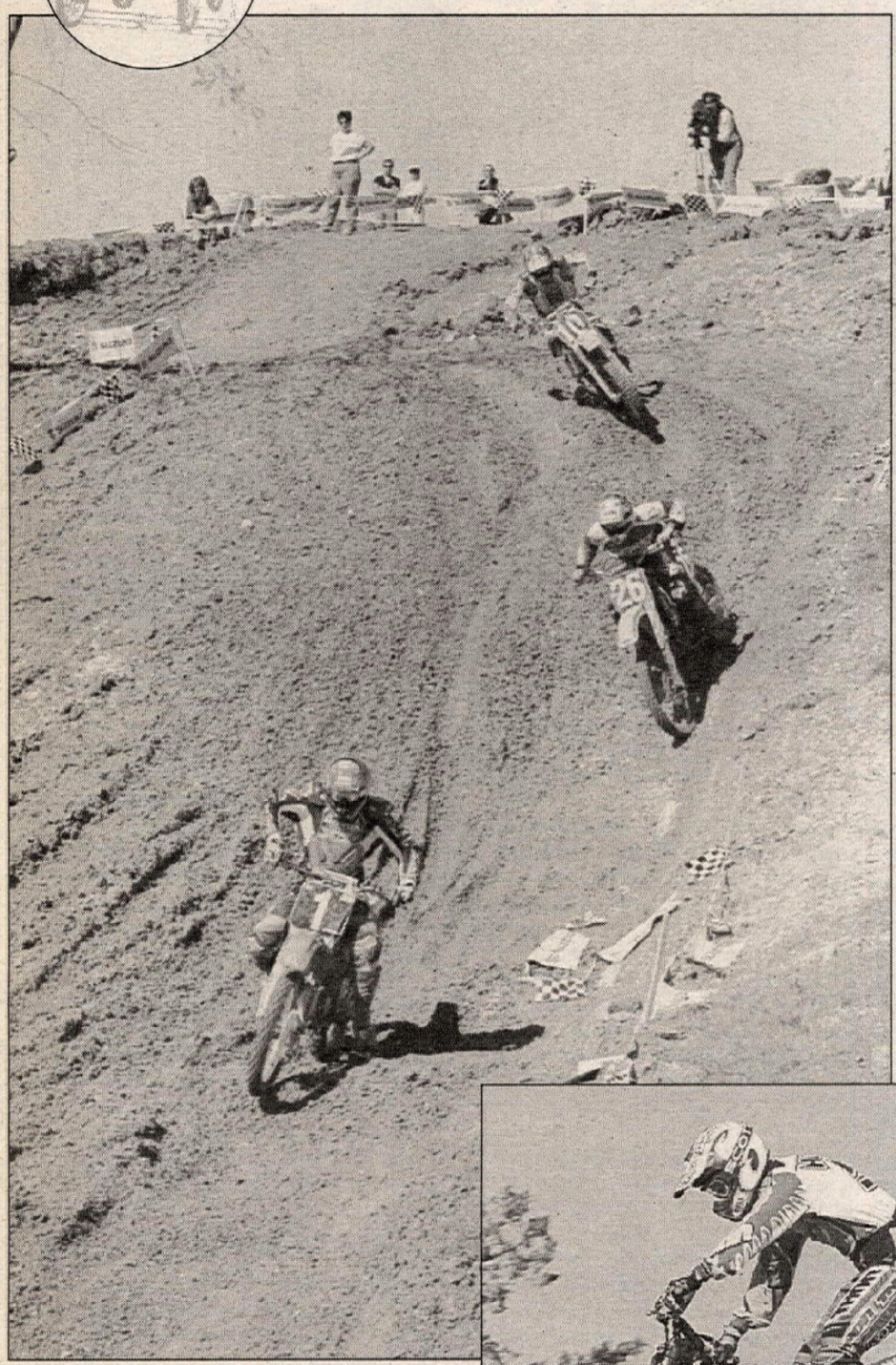
Huffman was fifth across the line, and he nursed an ailing machine for the second half of the race. "Just before the halfway point, I smashed the pipe in a deep rut," said Huffman. "I was going pretty good, but then I felt the bike catch on something and it got real slow all of sudden. I was worried that it was going to seize, because I didn't know what had happened. I tipped the bike over in the air over the big plateau and saw the pipe. It was almost totally pinched off. I was in second gear wide open going up the finish-line jump."

250cc NATIONAL

All eyes were on McGrath at the start of the first 250cc moto, and the champ didn't disappoint as he ripped the holeshot and led Emig, Albertyn, Honda of Troy/Sinisalo's Larry Ward, Hughes and Yamaha's Doug Henry through the first turn. Albertyn was the first major player to advance when he jumped past - over, actually - Emig on the Elevator.

"I was trying to cut under McGrath and take his line away so he couldn't jump it, " said Emig. "He has a tendency to do that to me, so I figured I'd try to do it to him. I didn't get the drive to get him, and I wasn't going fast enough to do the jump."

Round 1: Gatorback Cycle Park



Once into second, Albertyn twisted the throttle of his factory Suzuki and closed in on McGrath.

"I was nervous," admitted McGrath. "Albee was showing me some fender. Then I started to loosen up and pull away. Once I got going, it was easy."

On lap five, McGrath began another one of his patented breakaways and would stretch his lead to eight seconds in the end.

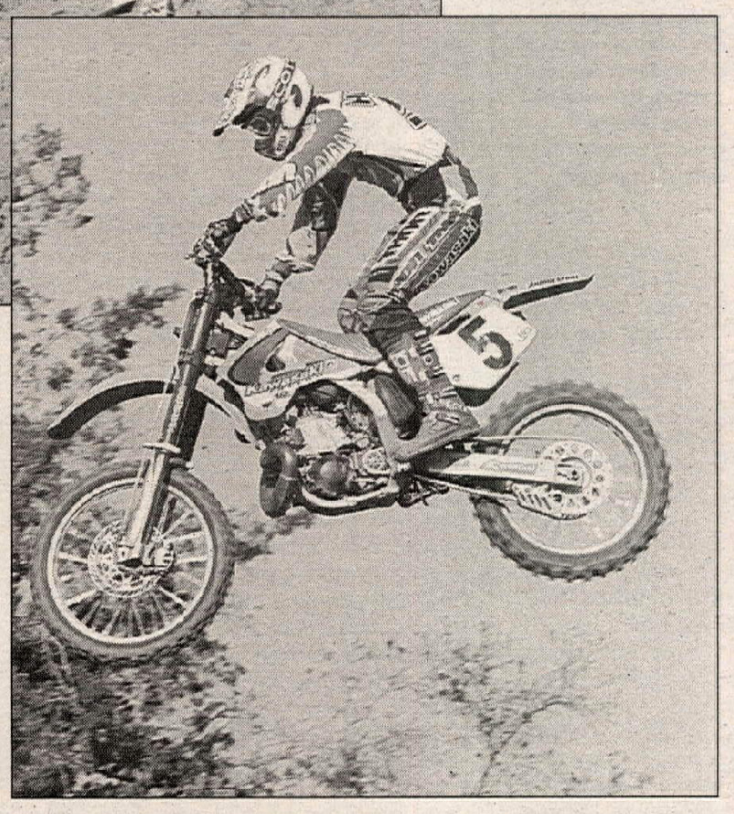
Albertyn held down second until the 12th lap, when he lost his balance in an off-camber left-hander and allowed the charging Kawasakis of Emig and Hughes to sneak past.

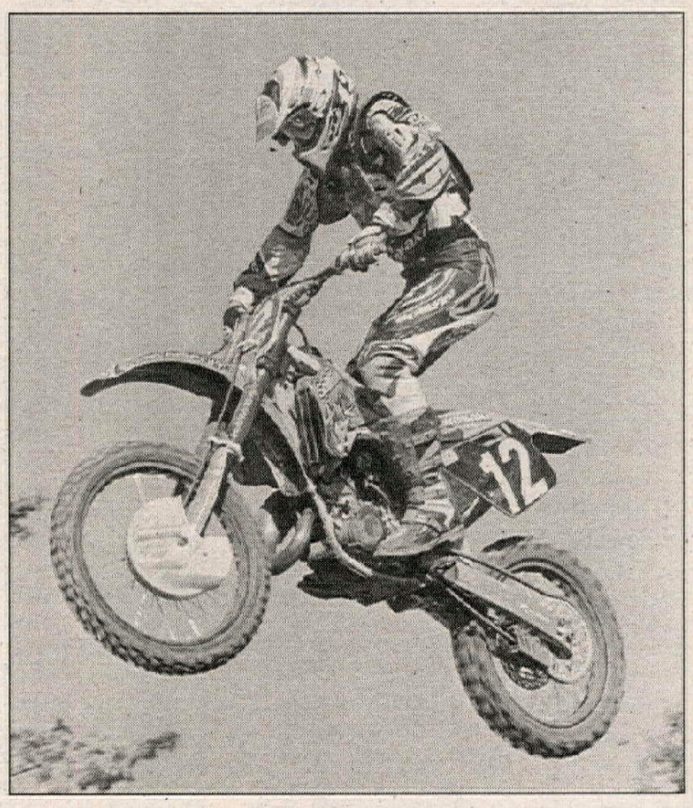
Hughes hounded Emig throughout the entire moto, but was unable to find a way past.

"It took me a while to loose up," said Emig, unhappy with his second-place finish. "I didn't ride enough before this race - practice was rained out, then I broke a wheel on the second lap of practice and didn't get to ride."

Hughes, meanwhile, seemed satisfied with his performance. The once-hyper 125cc pilot displayed a smoother, more controlled riding style aboard the bigger machine. "I don't get as tired on a 250," said Hughes. "When I finished a 125 moto I'm all out of breath, but I was 100 percent the whole time on the 250. I just couldn't find an opening to try and pass Jeff."

Albertyn came home five seconds after Hughes and was quite upset with his late-race mistake.





"I just lost the front end," he said. "I was riding well in the first laps, but I made too many mistakes. "Mike LaRocco started the race seventh and worked up to fifth, while Damon Bradshaw spent the entire race battling with Great Western Bank's Phil Lawrence and ended up sixth.

Determined to better his moto one performance by one position, Emig pulled a spectacular holeshot in the second race and led Hughes, FMF Suzuki's Guy Cooper, McGrath and Bradshaw through the first few turns and down into the rock quarry. McGrath went to work quickly, and passed Cooper as they raced alongside a spectator-lined fence. That set the stage for the remainder of the race, as Emig, Hughes and McGrath quickly outdistanced the rest of the pack.

McGrath passed Hughes on the second lap, using the inside line before the "elevator" to steal Hughes' line away and move into second. Hughes immediately began to lose touch with McGrath but stayed well ahead of the rest of the field.

"My upper body just got tired," said Hughes. "I guess you really do have to be stronger to race a 250. Those guys rode good - I just couldn't keep up today. It'll come, though."

McGrath stalked Emig for the next 25 minutes, sometimes running right on the Kawasaki rider's rear fender, sometimes as far back as three seconds. McGrath was visibly faster in the start/finish area, while Emig gained ground in the far section of the course.

"By the time I got into second I was out of Tear-Offs," said McGrath. "I was trying to just wipe my lens with my hand but that wasn't working so hot. I was making some mistakes out there, that's for sure. I would try to relax, and he'd get away a little, then I would get pissed and think, 'I can't let this guy win.' Then I would hammer it out and close back in."

(Left) Lamson (1), Scott Sheak (26) and Damon Huffman (10) battle for the lead in the 125cc National. Privateer Sheak, riding a Suzuki, surprised many with a second overall finish, going 3-3.
(Below left) Ryan Hughes grabbed third overall with a pair of thirds in the 250cc National.
(Below right) Mickael Pichon won the first 125cc National, but a crash relegated him to 12th in the second.

"I was totally relaxed," said Emig, who rode smooth and steady. "I had my fast lines and he had his."

McGrath made his move with five laps to go in the start/finish area, but Emig tried to retaliate in the following corner and went down.

"I lost my drive in a soft berm and McGrath got by me," said Emig. "I tried to cut under him in the next corner but the inside berm was blown out and I lost the front end. But that's all a part of racing. Second sucks, I ain't kidding ya."

McGrath's version of the incident was a bit different.

"I passed him and he went nuts in the next turn," McGrath said. "He tried to plow me. He came inside and ran into me - look at the marks on my bike. He just spun out and high-sided."

No matter which way it happened, the race for the lead was over and McGrath raced off with a popular win. Emig recovered for second ahead of Hughes and a distant Bradshaw.

"I'm fairly happy with my ride today," said Bradshaw. "I rode better in the second moto than the first. I can feel my strength coming back, and with strength comes speed." CN

Gatorback Cycle Park
Gainesville, Florida
Results: March 3, 1996 (Round 1 of 13)

125 MOTO 1 (30 minutes plus 2 laps): 1. Mickael Pichon (Kaw); 2. Steve Lamson (Hon); 3. Scott Sheak (Suz); 4. Damon Huffman (Kaw); 5. Mike Brown (Hon); 6. James Dobb (Suz); 7. Larry Brooks (Yam); 8. Casey Johnson (Kaw); 9. Brian Deegan (Hon); 10. Jeff Curry (Suz); 11. Barry Carsten (Suz); 12. Tim Ferry (Suz); 13. Tom Clowers Jr. (Suz); 14. Tony Lorusso (Hon); 15. Pedro Gonzalez (Hon); 16. Buddy Antunez (Kaw); 17. Kim Ashkenazi (Hon); 18. Anthony Pocoroba (Suz); 19. Ryan Huffman (Hon); 20. Cory Keeney (Yam); 21. Rusty Holland (Suz); 22. Ricky Skaggs (Kaw); 23. Deny Stephenson (Kaw); 24. David Kratz (Suz); 25. Jeff Willoh (Hon); 26. S. Carter (Hon); 27. Joakim Wannstrom (Yam); 28. Mike Treadwell (Suz); 29. S. Herman (Suz); 30. Shane O'Connor (Hon); 31. Chad Sanner (Kaw); 32. Mike Katin (Hon); 33. Heath Voss (Hon); 34. John Dowd (Yam); 35. Jeff Pestana (Hon); 36. Mike Brandes (Suz); 37. Brett Salander (Kaw); 38. Ezra Lusk (Suz); 39. Carlo Coen (Suz); 40. James Eickle (Yam).

125 MOTO 2: 1. Steve Lamson (Hon); 2. Mike Brown (Hon); 3. Scott Sheak (Suz); 4. John Dowd (Yam); 5. Damon Huffman (Kaw); 6. Tim Ferry (Suz); 7. Brian Deegan (Hon); 8. Larry Brooks (Yam); 9. James Dobb (Suz); 10. Casey Johnson (Kaw); 11. Buddy Antunez (Kaw); 12. Mickael Pichon (Kaw); 13. Ezra Lusk (Suz); 14. Barry Carsten (Suz); 15. Rusty Holland (Suz); 16. Tom Clowers Jr. (Suz); 17. Kim Ashkenazi (Hon); 18. Mike Treadwell (Suz); 19. Anthony Pocorobba (Suz); 20. Tony Lorusso (Hon); 21. Corey Keeney (Yam); 22. Jeff Curry (Suz); 23. S. Carter (Hon); 24. S. Herman (Suz); 25. Ricky Skaggs (Kaw); 26. David Kratz (Suz); 27. Heath Voss (Hon); 28. Jeff Willoh (Hon); 29. Shane O'Connor (Hon); 30. Ryan Huffman (Hon); 31. Mike Katin (Hon); 32. Brett Salander (Kaw); 33. Chad Sanner (Kaw); 34. Carlo Coen (Suz); 35. Pedro Gonzalez (Hon); 36. Joakim Wahnstrom (Yam); 37. Jeff Pestana (Hon); 38. Deny Stephenson (Kaw); 39. Mike Brandes (Suz); 40. James Eickel (Yam).

125 O/A 1. Steve Lamson (Hon); 2. Scott Sheak (Suz); 3. Mike Brown (Hon); 4. Damon Huffman (Kaw); 5. Mickael Pichon (Kaw); 6. Larry Brooks (Yam); 7. James Dobb (Suz); 8. Brian Deegan (Hon); 9. Tim Ferry (Suz); 10. Casey Johnson (Kaw); 11. John Dowd (Yam); 12. Barry Carsten (Suz); 13. Buddy Antunez (Kaw); 14. Tom Clowers Jr. (Suz); 15. Jeff Curry (Suz); 16. Ezra Lusk (Suz); 17. Kim Ashkenazi (Hon); 18. Tony Lorusso (Hon); 19. Rusty Holland (Suz); 20. Pedro Gonzalez (Hon); 21. Anthony Pocorobba (Suz); 22. Mike Treadwell (Suz); 23. Ryan Huffman (Hon); 24. Cory Keeney (Yam).

125 NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 1 of 13 rounds): 1. Steve Lamson (47/1 win); 2. Scott Sheak (40); 3. Mike Brown (38); 4. (TIE) Mickael Pichon/Damon Huffman (34); 6. (TIE) Larry Brooks/James Dobb (27); 8. Brian Deegan (26); 9. (TIE) Casey Johnson/Tim Ferry (24); 11. John Dowd (18); 12. Barry Carsten (17); 13. Buddy Antunez (15); 14. Tom Clowers Jr. (13); 15. Jeff Curry (11); 16. (TIE) Ezra Lusk/Kim Ashkenazi/Tony Lorusso (8); 19. (TIE) Pedro Gonzalez/Rusty Holland (6); 21. Anthony Pocorobba (5); 22. Mike Treadwell (3); 23. Ryan Huffman (2); 24. Cory Keeney (1).

250 MOTO 1 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Ryan Hughes (Kaw); 4. Greg Albertyn (Suz); 5. Mike LaRocco (Suz); 6. Damon Bradshaw (Yam); 7. Phil Lawrence (Kaw); 8. Brian Swink (Hon); 9. Jimmy Button (Yam); 10. Kyle

Kawasaki TEAM GREEN

Kawasaki MOTORSPORTS

JAN.-FEB. RESULTS

Ty reigns in the desert then takes Coalinga by storm.

AMA National Enduro champion Ty Davis is used to riding in the lead. And that's exactly where he was during the opening AMA Hare and Hound Championship event at Lucerne Valley. Dry conditions forced all other riders to eat their weight in dust as they followed Ty's Kawasaki KX 500 around two 40-mile desert loops. Ty crossed the finish line almost six minutes before the next rider pulled in.

Two weeks later, Ty did it again at the AMA National Enduro series opener at Coalinga. Track conditions were nearly perfect at the Quicksilver Enduro and the California native took full advantage. With his usual flair, he blasted his KX250 through the last loop, scoring an unmatched 12 points and the first place trophy. Looks like Ty dusted everybody again.

No wonder Gaddis and Buehl keep finishing so close. They're riding the same bike.

Actually, these Arenacross riders race two bikes, the Kawasaki KX125 and the KX250. And in both classes, they end up on the podium time after time. It's hard to tell who will take first place on any given night. But one thing is sure. Gaddis and Buehl are leaving little room for the competition.

What it means to be Green.

Besides their winning bikes, Kawasaki riders share other green commodities – cash and track-side support. In addition to putting up more than $2.6 million in contingency money, Team Green™ provides Off-Road Racing an Amateur Motocross rider support, track-side technical service and emergency track-side parts support at over 300 events per year. For details, see your local participating Team Green dealer.

AMA National Hare & Hound Championship Series
Desert MC Lucerne Valley, California January 28, 1996

O/A

Ty Davis	1st
Paul Krause	2nd

OpenEX

Ty Davis	1st
Paul Krause	2nd

30+EX

Greg Zitterkopf	1st
Abe Baumann	2nd

40+OpenEX

Rex Staten	1st
Bill Maxim	2nd

Quicksilver National Enduro
Coalinga, California February 18, 1996

O/A

Ty Davis	1st
Patrick Garrahan	2nd

AMA National Arenacross Series
Arenacross (round 4)
Will Rogers Coliseum Fort Worth, Texas January 5-6, 1996

Friday
125 EX

Jeromy Buehl	1st

Saturday
125 EX

Jeromy Buehl	1st
Jimmy Gaddis	2nd

250 EX

Jimmy Gaddis	1st
Jeromy Buehl	2nd

Arenacross (round 6)
Niagara Falls Convention Center Niagara Falls, New York
January 19-20, 1996

Friday
125 Pro

Jeromy Buehl	1st
Jimmy Gaddis	2nd
Andy Bowyer	3rd
Brad Woolsey	4th
Shawn Morgan	5th

250 Pro

Jimmy Gaddis	1st

Saturday
125 Pro

Jimmy Gaddis	1st
Jeromy Buehl	2nd

250 Pro

Jimmy Gaddis	1st
Jeromy Buehl	2nd

Arenacross (round 7)
Kansas ExopCentre Topeka, Kansas
January 26-28, 1996

Friday
125 Pro

Jeromy Buehl	1st

250 Ex

Jimmy Gaddis	1st
Jeromy Buehl	2nd

Saturday
125 Pro

Jeromy Buehl	1st
Jimmy Gaddis	2nd

Arenacross (round 9)
Milwaukee Mecca Arena Milwaukee, Wisconsin
February 9-10, 1996

Friday
125 Pro

Jimmy Gaddis	1st
Doug Stone	2nd

250 Pro

Jeromy Buehl	1st
Jimmy Gaddis	2nd

Saturday
125 Pro

Jimmy Gaddis	1st
Jeromy Buehl	2nd
Brad Woosley	3rd

250 Pro

Jimmy Gaddis	1st
Jeromy Buehl	2nd

Mesquite GP Mesquite, Nevada
January 20, 1996
7 1st place finishes

GFI/AXG Winter Series Palmdale, California
January 21, 1996
10 1st place finishes

Florida Winter AMA MX Series
Gatorback Cycle Park Gainesville, Florida
January 27-28, 1996
18 1st place finishes

BEL-RAY NGK SCOTT USA® DUNLOP ACERBIS BELL enthal SUBAKI CHOM C.H. TRICK alpinestars

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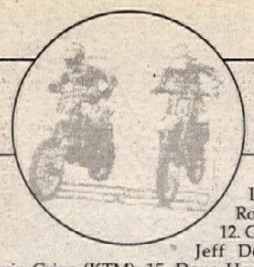

MOTOCROSS

AMA 125/250cc National Championship Motocross Series

Round 1: Gatorback Cycle Park

Lewis (Yam); 11. Ronnie Tichenor (Suz); 12. Guy Cooper (Suz); 13. Jeff Dement (Hon); 14. Kevin Crine (KTM); 15. Doug Henry (Yam); 16. Gene Naumec (Yam); 17. Shaun Kalos (Yam); 18. Roy Schellenberger (Kaw); 19. Rich Taylor (Hon); 20. Larry Ward (Hon); 21. Doug Stone (Kaw); 22. Marco Dube (Suz); 23. Travis Blackburn (Kaw); 24. Matt Shue (Yam); 25. Travis Hodges (Kaw); 26. Jim Neese (Hon); 27. John Fesler (Yam); 28. Bruce Stratton (Suz); 29. Ty Wallace (KTM); 30. Tim Pustelak (Suz); 31. Ricky Palmer (Hon); 32. David Paquette (Yam); 33. Michael Bear (Yam); 34. Chris Pomeroy (Hon); 35. David Gaylord (Kaw); 36. Joel Dengler (Suz); 37. Jeff Yentzer (Kaw); 38. Shawn Rotestein (Hon); 39. Lance Smail (KTM); 40. Billy Schlag (Kaw).

250 MOTO 2: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Ryan Hughes (Kaw); 4. Damon Bradshaw (Yam); 5. Ronnie Tichenor (Suz); 6. Larry Ward (Hon); 7. Kyle Lewis (Yam); 8. Phil Lawrence (Kaw); 9. Jimmy Button (Yam); 10. Greg Albertyn (Suz); 11. Mike LaRocco (Suz); 12. Guy Cooper (Suz); 13. Doug Henry (Yam); 14. Brian Swink (Hon); 15. Shawn Kalos (Yam); 16. Jeff Dement (Hon); 17. Kevin Crine (KTM); 18. Roy Schellenberger (Kaw); 19. Jim Neese (Hon); 20. Lance Smail (KTM); 21. Rich Taylor (Hon); 22. Matt Shue (Yam); 23. Travis Blackburn (Kaw); 24. Bruce Stratton (Suz); 25. Ty Wallace (KTM); 26. David Gaylord (Kaw); 27. Marco Dube (Suz); 28. David Paquette (Yam); 29. Chris Pomeroy (Hon); 30. Shawn Rotestein (Hon); 31. Jeff Yentzer (Kaw); 32. Michael Bear (Yam); 33. Ricky Palmer (Hon); 34. Travis Hodges (Kaw); 35. Doug Stone (Kaw); 36. Gene Naumec (Yam); 37. Tim Pustelak (Suz); 38. John Fesler (Yam); 39. Billy Schlag (Kaw); 40. Joel Dengler (Suz).

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Ryan Huges (Kaw); 4. Damon Bradshaw (Yam); 5. Greg Albertyn (Suz); 6. Phil Lawrence (Kaw); 7. Ronnie Tichenor (Suz); 8. Mike LaRocco (Suz); 9. Kyle Lewis (Yam); 10. Jimmy Button (Yam); 11. Brian Swink (Hon); 12. Guy Cooper (Suz); 13. Larry Ward (Hon); 14. Doug Henry (Yam); 15. Jeff Dement (Hon); 16. Kevin Crine (KTM); 17. Shawn Kalos (Yam); 18. Roy Schellenberger (Kaw); 19. Gene Naumec (Yam); 20. Jim Neese (Hon); 21. Rich Taylor (Hon); 22. Lance Smail (KTM).

250 NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 1 of 13 rounds): 1. Jeremy McGrath (50/1 win); 2. Jeff Emig (Kaw); 3. Ryan Hughes (40); 4. Damon Bradshaw (33); 5. Greg Albertyn (29); 6. Phil Lawrence (27); 7. (TIE) Ronnie Tichenor/Mike LaRocco (26); 9. Kyle Lewis (25); 10. Jimmy Button (24); 11. Brian Swink (20); 12. Guy Cooper (18); 13. Larry Ward (16); 14. Doug Henry (14); 15. Jeff Dement (13); 16. Kevin Crine (11); 17. Shaun Kalos (10); 18. Roy Schellenberger (6); 19. Gene Naumec (5); 20. (TIE) Jim Neese/Rich Taylor (2); 22. Lance Smail (1).

Briefly...

Great Western Bank's **Phil Lawrence** and Suzuki Sports' **Scott Sheak** were the winners of the Camel Racing/Skoal Racing Pro Privateer Challenge. For being the top-finishing privateers in the 250 and 125cc classes, respectively, Lawrence and Sheak each earned $500. At the year's end, the top privateer in the final standings of each class will be awarded $5000.

New Yorker **Scott Sheak** was *extremely* grateful to his sponsors following his spectacular finish. "Really, this finish is all because of them," he said. "This is the best finish of my life, and I couldn't have done it if I didn't have them all." Sheak and his mechanic Kenny Olson list their sponsors as: Suzuki, Peak Performance, Pro Circuit, Answer, Pro Taper, Smith, MXA, Bell, Goat Eyewear, Dunlap, Braking, Pro Art Works, Renthal, Bel Ray, Works Connection, Applied Racing, Vans, VP, TwinAir and Gush Clothing.

Following the numerous **wheel-related failures** at last year's Gatorback National, many riders - including those affected last year - showed up with extra-strong wheel set-ups to deal with the brutal Gainesville conditions. Greg Albertyn's mechanic Ian Harrison fitted Albee's Suzuki wheels with heavy duty spokes and steel nipples. Jeremy Albrecht did the same with Jeff Emig's factory Kawasaki wheels, but the former 125cc National Champion still managed to break spokes in the first moto and during practice. "I'm usually real easy on stuff," joked Emig. "Most of the time it's Ryno who's out there busting stuff up!"

In the Honda camp, however, Mike Gosselaar opted to fit Steve Lamson's Honda with the same wheels, hubs and spokes that they normally run. According to Honda Team Manager **Wes McCoy**, the front-wheel failure suffered by Lamson in last year's second moto was not due to poor preparation or faulty parts. "We had the wrong spokes laced up on Steve's front wheel," said McCoy. "Last year at this time we didn't have a full-time parts guy, and the wrong spokes got sent off to the wheel builder. Jeremy McGrath likes to run a narrow front wheel because it turns quicker, and those take different spokes. Lamson's wide wheel had Jeremy's narrow spokes on, and there was too much of a load on them and they broke." Naturally, it was a mistake that the team wasn't aware of until after last year's race was over.

The Yamaha camp also opted to run their standard wheels and hubs. "We've been running the some stuff for about eight years now, and we've never had a failure," said Yamaha's Bob Oliver. "Knock on wood." Not to worry - all of the team's wheels held up.

Damon Bradshaw had an interesting story about his first-moto battle with Phil Lawrence. "I swear, Phil kicked up a rock the size of a grapefruit and it hit me in the face," said Bradshaw. "It broke the tabs off all of my Tear-Offs and I had to ride the rest of the race with three Tear-offs stuck to my goggles that had dirt in between them. Then, after the rock hit me it bounced around in my lap for a few turns! I had to stand up and let it roll down between my legs." Still, Bradshaw went on to finish sixth in the opening race, and backed it up with a strong fourth in moto two.

John Dowd ran as high as eighth in the first 125cc-class moto, but DNFed when the reeds in his factory YZ125 broke. "I was just starting to get going and the bike bogged like you wouldn't believe," he said.

Yamaha's **Doug Henry** turned in 15-13 moto scores for 15th overall in his first 250cc National since breaking his back in late '95. "I was hoping to finish in the top 10 and I was up there in the second moto until I crashed at the end, but I guess I'm happy with my performance. It was a lot of fun, but it's weird not being able to run up front with the fast guys." One of Henry's personal sponsors, Bent Racewear, debuted a new T-shirt that read: "He's back! Bent, but not broken."

Team Yamaha's **Kevin Windham** was on hand as a spectator only, as he is still recuperating from a broken collarbone. "It feels pretty good," Windham reported. "I should be able to race by Houston. It's weird to miss a race and still not lose the points lead." Before the start of the National, Windham and the rest of the Yamaha team enjoyed a cake celebrating his 18th birthday.

Kawasaki's **Damon Huffman** competed with an FMF pipe and a Pro Circuit silencer fitted to his factory KXI25. "We tried about every pipe, silencer and cylinder combination possible," said Huffman's mechanic Brian Lunniss. "This is what we came up with. Damon likes a motor with a broad spread of power."

Team Chaparral manager **Larry Brooks** opted to compete in the 125cc class in 1996. "We figured that it would be better if the whole team was in one class together," said the bespectacled rider. "We're more noticeable when all three of us flood the class." Gatorback marked the first time that Brooks has raced a 125cc National since 1989, when he did so as a Honda support rider. "I keep forgetting to downshift before I land from jumps," he joked. "I have only put in three or four days, max, on this bike. I have to learn to ride 125s again." Brooks bested his team rider **Brian Deegan** by two places, as they finished sixth and eighth overall, respectfully. **Greg Schnell**, the team's third rider, was absent following his crash at the San Diego Supercross. "He's still a little sore," said Brooks. "He's waiting for the Houston Supercross."

Great Western Bank's **Phil Lawrence** showed up at Gainesville with a set of works Kayaba forks fitted to the front of his Kawasaki KX250. The special legs were provided by Enzo Racing, one of the team's associate sponsors. "Ross (Maeda) from Enzo also works for Kayaba and he was able to get them for me," said Lawrence, who went on to finish sixth overall. "They work great. Even just knowing that you have the same stuff as the factory guys gives you a lot more confidence on the starting line."

And speaking of the **Great Western Bank team**, all of the Kawasakis were fitted with OEM-replica radiator shrouds, rather than the oddly-shaped vacu-form units they use in supercross. "The supercross shrouds don't have air vents in them and they would make the bikes heat up at a National," said Don Stephenson, father of team rider Denny Stephenson. "Plus, the other shrouds last only one race before they break. We take them off and give them away after each supercross."

Former Clawson Motorsports Suzuki privateer **Rusty Holland** made his debut as a full-fledged member of the SplitFire/Pro Circuit/Kawasaki team, and was outfitted in the full Team Axo/Bell/Alpinestars uniform. At the San Diego Supercross, Holland was offered the ride hours before the race, and competed in his Yoko/HRP/Shoei outfit. "My sponsors were all real understanding," said Holland. "They were happy to see me with this opportunity, and they let me out of my contracts." Holland was 19th overall at Gatorback.

Rumors of the **Team Honda/1-800-Collect/Fox semi** continued to circulate at Gatorback. "The last I heard, the paperwork was done about two weeks ago, but then I heard a few days ago that it wasn't," lamented team manager **Wes McCoy.** "I figure that we'll take delivery of it in about September or so." When asked what he thought of the tractor-trailer trend, McCoy had mixed feelings. "The way the schedule is now, it doesn't allow for any personal time for the riders or mechanics," he said. "The semi will allow the mechanics to fly home for a day or so, but my concern is that it might cheapen up our race bike preparation. Skip Norfolk put it best when he told me that being a race mechanic isn't a job, it's a lifestyle. Sure, the semi will give them one day at home, but that's one day away from the motorcycles. We need to figure out how to keep our bike preparation as good as it is. Think about it - when was the last time you saw a *mechanical* failure in our pits? The wheel thing last year was a *parts department* failure - it was not a mechanical."

Numerous National Champions were spotted in the Gainesville pits, including seven-time Grand National Champion **Scott Parker**, two-time National Trials Champion **Geoff Aaron**, five-time National Enduro Champion **Randy Hawkins**, reigning National Enduro Champion**Ty Davis** and former Hare Scrambles and National Reliability Enduro Champion **Rodney Smith**. Harley-Davidson factory rider Parker was spotted hanging out in the Team Honda pits throughout the day and joked, "Man, I can only hang around the guys with the number-ones on their bikes." Actually, he and team advisor Jeff Stanton are Michigan neighbors and good friends.

Team Suzuki's **Mike LaRocco** had the most spectacular crash of the day in the second 250cc-class moto. While the former champ was running seventh, he came up short on the huge "elevator" uphill double jump and was spit over the handlebars. Luckily, LaRocco was unhurt in the crash, but was a little sore. "The bike landed on me," he said. "I spun the rear wheel a little but in the turn before the jump, but I thought I could still make it. Things didn't go my way today, but it's a long series and I'm happy with the way my bike was working today."

Englishman **James Dobb** turned in 6-9 moto scores for seventh overall in the 125cc class aboard Craig Decker's factory Suzuki RM125. "As far as I know, this is my first and last National as a member of Team Suzuki," said Dobb. "I'll finish out the supercross series with the team, but I need to find a shop to help me with bikes for the rest of the Nationals." Dobb currently shares the lead in the Western Regional Supercross Series with Yamaha's Kevin Windham. Dealerships interested in sponsoring Dobb with machinery may fax him at 909/737-0508.

Team Honda of Troy/Sinisalo rider **Mike Craig** was absent at Gatorback, as he suffered a fractured lower leg in a crash at the Atlanta Supercross. According to team manager Erik Kehoe, Craig is undergoing intensive therapy and is expected to return to action at the Daytona Supercross. "He's really determined to get right back out there," said Kehoe. "He had a special brace made for his leg, and he's supposed to start riding again on Monday (March 4)." Craig will contest the 125cc National Series when he returns.

Former All-Japan National MX Champion **Ron Tichenor** competed at Gainesville and posted 11-5 scores for seventh overall in the 250cc class. Tichenor competed aboard a Performance Engineering-backed Suzuki RM250, which was fitted with the factory Showa suspension from his Japanese '95 race bike. Tichenor will also compete in next weekend's Daytona Supercross. "It will be my first supercross since '92," said Tichenor. "But Daytona isn't like a *real* supercross, it's rough and sandy like an outdoor, so I'm not nervous."

The **number 969** that **Ron Tichenor** competed with caused many to take a second glance as he raced past at the front of the pack. "When I got 969 I said, 'Hey, aren't there some special numbers reserved for significant riders?' and they told me that 969 was one," said Tichenor with a laugh. "I mean, man, why not just give me an even 1000? I think there's only one higher number in active competition - Dave Castillo's 971."

Gainesville marked the debut of the new **Axo Sport 10-oz.** under-the-jersey foam chest protector. Though Axo riders Damon Huffman and Ezra Lusk opted to wear their traditional full-coverage Pentagon protectors, many non-Axo riders wore the units under their competing brand jerseys.

Jeremy McGrath competed in the first 250cc class moto with a pair of **red plaid Fox leathers** on. "They gave them to me before the San Diego Supercross," said McGrath, who refused to comment on what he actually thought of them. At the rate of speed he carried in the first moto, McGrath would have had time to pull over and crank out a few tunes on a bag pipe before second place came along.

Honda of Troy/Sinisalo's **Brian Swink** looked noticeably thinner at Gainesville. "I started the season heavy at about 185, but now I'm about 176, " said Swink. "I don't want to get too skinny, because I used to have a problem with endurance when I was thinner. I've been drinking that weight gainer power stuff." Swink's Sinisalo jerseys featured cuff-less sleeves that were hemmed at the wrist. "I told Bob Rathkamp that I always cut the cuffs off for supercross, so he started making them that way for me," he said.

First 125cc-class moto winner **Mickael Pichon** competed with his left ankle and thumb heavily taped. "I hurt them in my big crash at the Atlanta Supercross," said Pichon. "I had to rest for a few days after that because I was too sore. My thumb does not bother me, but my ankle hurts on the big landings."

Larry Ward continued to struggle at Gainesville. The new Honda rider still complains of extreme arm pump, and turned in 20-6 moto finishes for 13th overall in the 250cc class. "It's embarrassing," said the Honda of Troy/Sinisalo rider. "The forks just feel way too stiff and I can't hang on. This is getting ridiculous - my arms pump up *every* time I get on the motorcycle."

After running up front and finishing fourth in the first 250cc-class moto, Suzuki's **Greg Albertyn** crashed hard in the first turn in moto two and was never a factor. "I don't know what to say," said the amiable South African. "I'm so disappointed. Somebody has to beat that guy. I really feel overdue for a National win now. Davey Coombs told me that I was so overdue, it was like I was 13 months pregnant."

In winning his 10th 125cc National, **Steve Lamson** moved into a three-way tie with **Ron Lechien** and **Mike Kiedrowski** on the 125cc National all-time win list. **Mark Barnett** sits atop that list with 25. Coincidentally, Barnett designed, prepared and maintained the Gatorback course.

Jeremy McGrath took over sole position of ninth on the all-time 250cc National in list with his eighth 250cc National win. **Bob Hannah** sits atop the record books with 27. The win was the 10th National (McGrath won two 125cc Nationals in 1993 and 45th AMA Series race win of his career. With 45 National and Supercross wins to his credit, McGrath trails only Hannah (63), **Rick Johnson** (63) and **Jeff Ward** (54) on the all-time AMA win list.

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MARCH 1996 SCHEDULE ON ESPN2

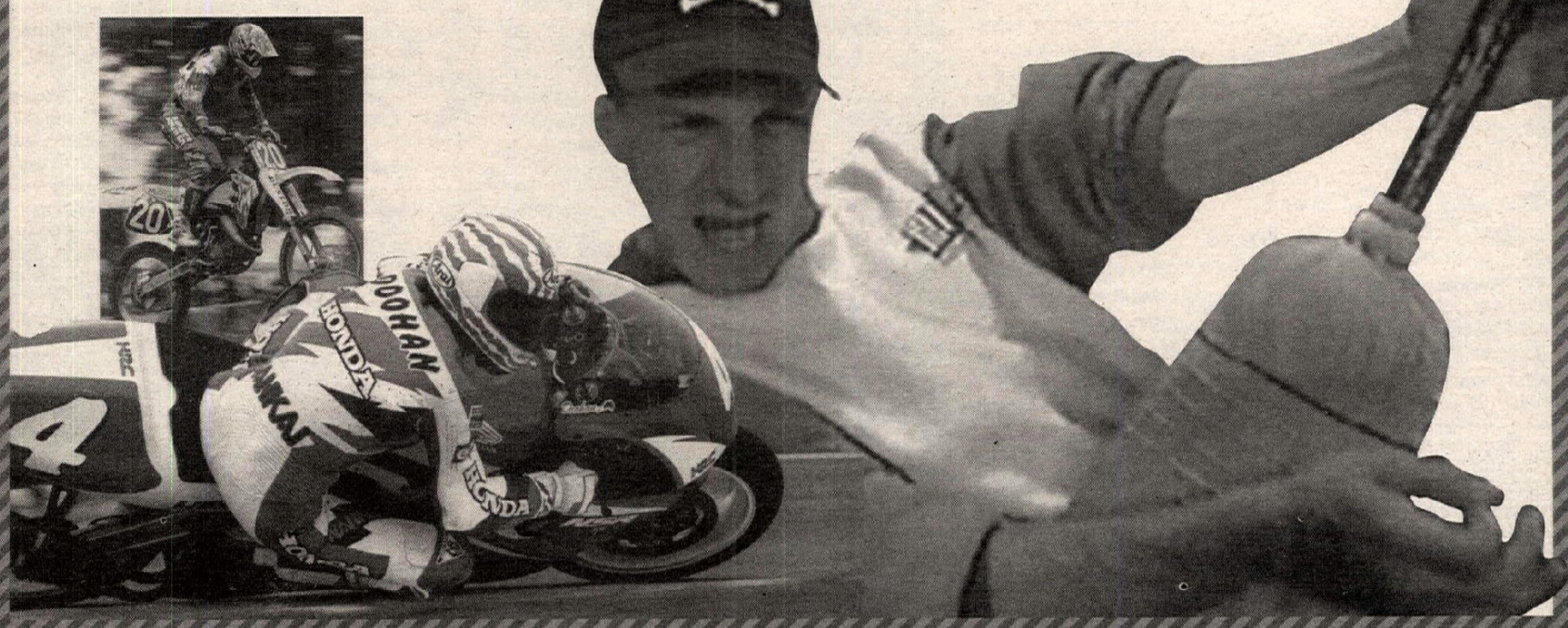
Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Thursday	2/29	10:00-10:30pm	&	Saturday	3/2	11:30-12:00am
				Tuesday	3/5	2:30-3:00pm
Saturday	3/9	11:30-12:00pm	&	Sunday	3/10	11:30-12:00am
				Tuesday	3/12	3:00-3:30am
Friday	3/15	7:30-8:00pm	&	Saturday	3/16	11:30-12:00pm
				Monday	3/18	2:00-2:30am
				Tuesday	3/19	3:30-4:00pm
Thursday	3/21	10:30-11:00pm	&	Saturday	3/23	2:00-2:30am
				Saturday	3/23	10:30-11:00am
Friday	3/29	10:30-11:00pm	&	Saturday	3/30	11:30-12:00pm
PACIFIC TIME						
Thursday	2/29	7:00-7:30pm	&	Saturday	3/2	8:30-9:00am
				Tuesday	3/5	11:30-12:00pm
Saturday	3/9	8:30-9:00am	&	Sunday	3/10	8:30-9:00pm
				Tuesday	3/12	12:00-12:30am
Friday	3/15	4:30-5:00pm	&	Saturday	3/16	8:30-9:00am
				Sunday	3/17	11:00-11:30pm
				Tuesday	3/19	12:30-1:00pm
Thursday	3/21	7:30-8:00pm	&	Friday	3/22	11:00-11:30pm
				Saturday	3/23	7:30-8:00am
Friday	3/29	7:30-8:00pm	&	Saturday	3/30	8:30-9:00am
				Monday	4/1	12:30-1:00am

The whole crew of MotoWorld will be on-location for Bike Week 1996 in it's entirety. From the Gainesville MX season opener to the Daytona 200, participate in the annual pilgrimage to Florida's sun-splashed motorcycle mecca. Plus, see footage from the Houston and Dallas Supercross rounds, and exclusive coverage of the Gilles-Lalay Classic in France – a.k.a. the toughest enduro in the world!

If fun in the sun sounds premature, Jerry's got just the winter fix. Join MW2's prodigal son for Ice Racing at the AMA Amateur Nationals in Northern Michigan (da U.P. ayy?) But that's not all, experience a day in the life of an arenacross trophy girl! Then it's off to the first half of Bike Week – we're going to try to break the record for the most events covered in one show Jerry-style.

MARCH 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	3/10	5:00-5:30pm	&	Monday	3/11	3:00-3:30am
			&	Tuesday	3/19	2:00-2:30am
Sunday	3/24	3:00-3:30pm	&	Monday	3/25	3:00-3:30am
PACIFIC TIME						
Sunday	3/10	2:00-2:30pm	&	Monday	3/11	12:00-12:30am
				Monday	3/18	11:00-11:30pm
Sunday	3/24	12:00-12:30pm	&	Monday	3/25	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Seattle, WA	Fri 3/1	12:30-1:30am	&	Thur 2/29	9:30-10:30pm
San Diego, CA	Tues 3/12	1:00-2:00am	&	Mon 3/11	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Atlanta, GA	Fri 3/15	8:00-10:00pm	&	Fri 3/15	5:00-7:00pm
Houston, TX	Sun 3/24	3:30-5:30pm	&	Sun 3/24	12:30-2:30pm
Irving, TX	Sun 3/31	2:00-4:00pm	&	Sun 3/31	11:00-1:00pm

1996 REPEAT SCHEDULE ON ESPN2

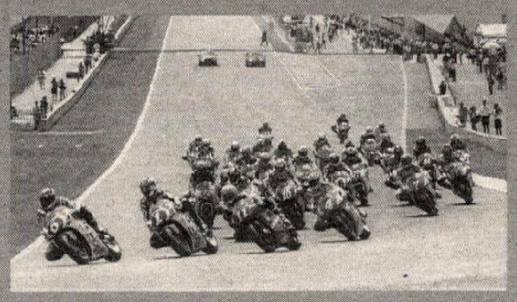
	EASTERN TIME			PACIFIC TIME	
Atlanta, GA	Sat 3/16	3:30-5:30pm	&	Sat 3/16	12:30-2:30pm
	Tue 3/19	4:00-6:00pm	&	Tue 3/19	1:00-3:00pm
	Thur 3/21	12:30-2:30am	&	Wed 3/20	9:30-11:30pm
Houston,TX	Wed 3/27	3:00-5:00pm	&	Wed 3/27	12:00-2:00pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Gainesville, FL	Thur 3/21	8:30-10:30pm	&	Thur 3/21	5:30-7:30pm

World Grand Prix Series



1996 SCHEDULE ON ESPN2

EASTERN TIME	PACIFIC TIME
Beginning in April	

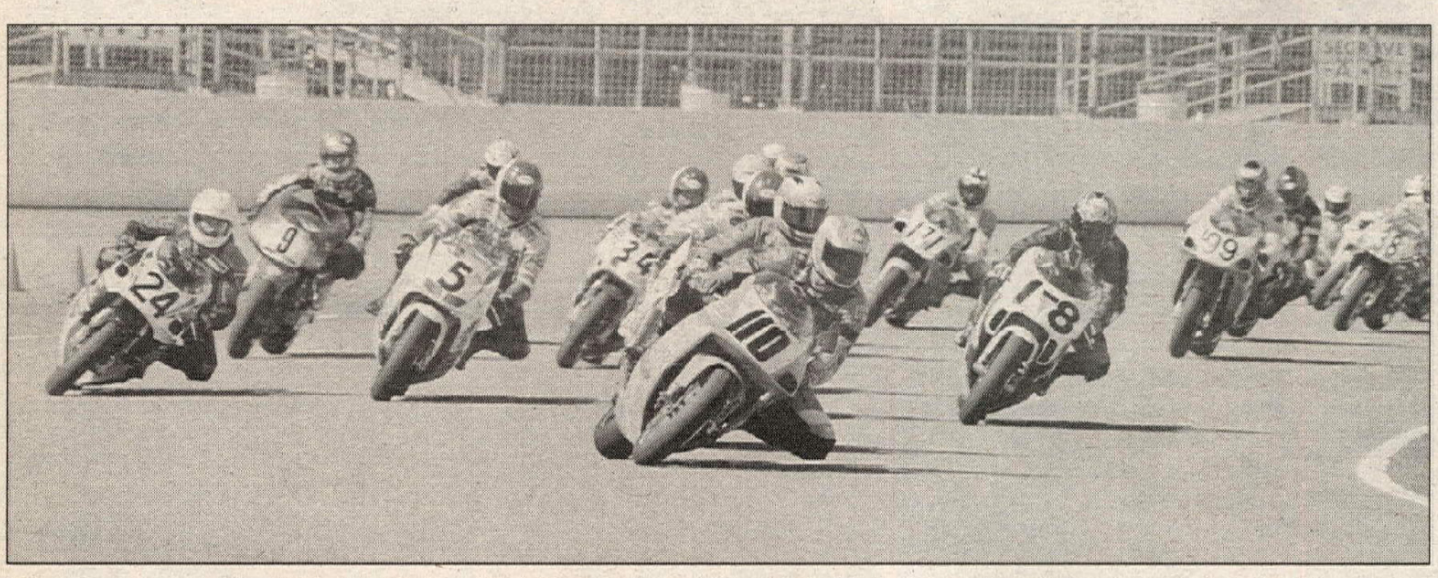
ESPN

SEALS COMMUNICATIONS CORPORATION

espn2

Rounds 3-4: Daytona International Speedway

Chandler's back



By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 1-2

After a year of struggling on the Harley VR1000, Muzzy Kawasaki's Doug Chandler sent a message that he's back, winning both of the North American Sportbike Formula USA races convincingly at Daytona International Speedway. Then F-USA sent their own message, claiming Chandler's 1995 ZX-7R for $42,800, and serving notice to the factory teams that they race here at their own risk. First the racing, which can't be discussed without discussing the politics.

"We told all the superbike teams that we may very well claim a superbike," Formula USA Ltd. President Doug Gonda said of their decision to enforce the claiming rule. "We told them we had to make good on what we'd told them. Quite frankly, it's not fair to the guys who follow F-USA and the guys who race superbike to have not claimed it."

That threat, that a team could lose their Daytona race bikes at any price, let alone the maximum claiming rate of $60,000, was enough to keep all but Rob Muzzy away. And he came with 1995 ZX7-R's, the bikes that Scott Russell rode early in the 1995 World Superbike Championship. Muzzy's intent was to test tires and, on that count, it was successful.

The only other AMA Superbike regular was Chandler's Muzzy Kawasaki teammate Mike Smith, also on a 1995 machine, one of Anthony Gobert's. Smith took himself out of the first race with a crash on the warmup lap. That dropped him to a back-row starting spot for the second leg, which considerably diminished his threat.

So it was left to Chandler to tangle with the F-USA regulars, the best of whom turned out to be Michael Barnes, the journeyman racer landing on the EBSCO Media Suzuki 1100.

Though he wasn't able to qualify, Barnes was given a provisional start in the field as part of the team owners' program which allows three provisional starters for the series regulars. It put him on the back row, but that only served to motivate him.

Chandler led every lap of the first race, right up to the red flag on the eighth lap, and then he was better than 10 seconds in front of Valvoline Suzuki's Tray Batey. Dutchman Racing's Fritz Kling was third on the Yamaha FZR1000, with Valvoline Suzuki's David Stanton fourth and Graves Motorsports Chuck Graves fifth on another Suzuki 1100.

The field was regridded for the restart by their running position in the aborted first leg; that put Barnes up to the third row, and he would launch from there for a run at Chandler.

No one would stop the Muzzy Kawasaki rider as he was lapping in the 1:53s, about two seconds a lap better than anyone else and the win was his. Barnes took over second on the fourth of eight laps, and he would finish there in front of Graves, Batey, and Kling.

"We went out there to go as hard as we could and see what we could come up with," Chandler said. "These guys around me really did a good job and stayed pretty close. It might be a tougher race for me in the next one. I think we can improve on 53s. I was shooting for consistent 52s."

Because of the red flag, there was no official time, average speed, or margin of victory for the first 14-lap, 50-mile race. There was in the second one, and it was Chandler again winning, again over Barnes - who made good use of his front-row starting spot - by 5.260 seconds. Chandler completed the race in 26 minutes, 29.666 seconds at an average speed of 112.869 mph.

But he had his hands full in the early going. Barnes stuck with him and led a few laps before running into tire trouble and backing down the pace a little. That gave Chandler some breathing room, a second win, and a $5000 payday, $2500 for winning each of the races.

"It was good fun to get out there," Chandler said after winning his first race since 1990. "We've been sitting around all winter. You do some testing, but it doesn't put you out there with anyone. It's good to get out there and mix it up with someone. The bike, the Dunlop tires, everything worked real well this weekend. Hopefully, we can carry it over for next weekend."

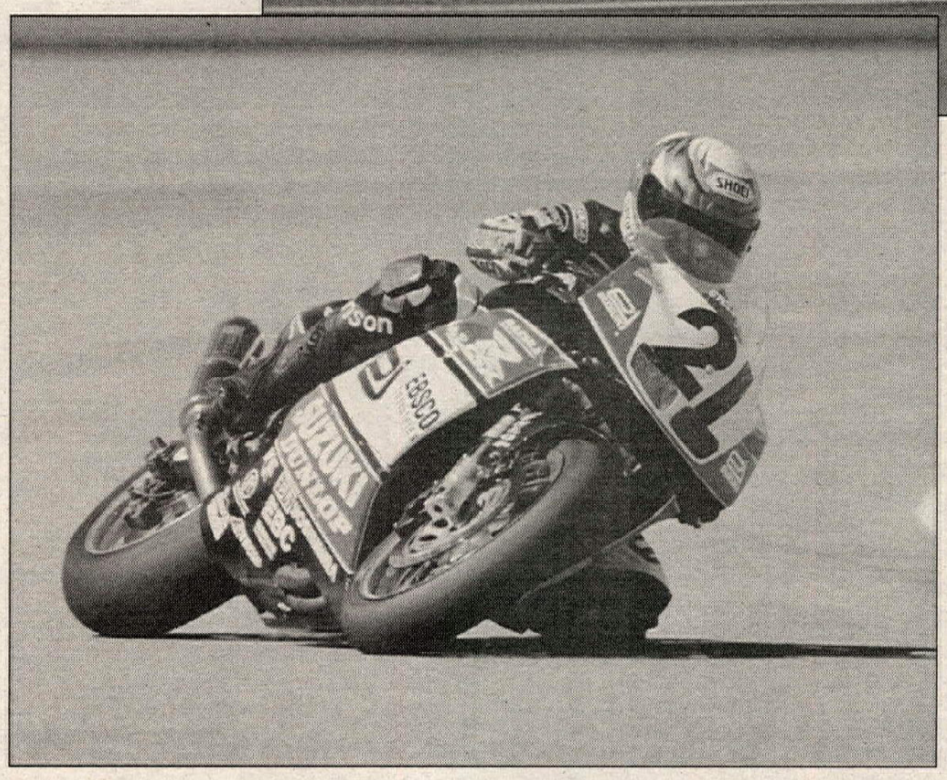
"Primarily we were testing tires," team owner Rob Muzzy said. "That was the concern for us. It was our first chance to run tires at distance. What we learned was not so much about Doug Chandler, though it was good practice and good for his morale, we learned about tires."

Barnes ended up a strong second, about 18 seconds in front of Fritz Kling, the Dutchman rider just clearing away from a three-way battle he'd been waging with Tray Batey and Dave Sadowski. Muzzy Kawasaki's Mike Smith came from the back row to take sixth, then came Graves, Stanton, Triumph's Scott Zampach, and TPN's Doug Polen.

After two events, four rounds, Batey moves into the Sunoco Races Fuels Formula USA points lead with 118. Graves is second at 114, with Barnes moving up to third with 102.

The leader coming into today's racing didn't fare so well. Team Oliver's Rich Oliver was having a spirited dice over sixth place with the Britten of Andrew Stroud. Then came the crash - Ken Krebs going down in the International Horseshoe, oiling up the track - and the waving yellows. Oliver went under Stroud in that very corner and was given a one-lap penalty, which he took amazingly well when he was told during the 30-minute track cleaning delay.

"I never saw it," Oliver said of the waving yellow. "I was on the inside of Andrew (Stroud) and braking in the turn.



(Above) Doug Chandler (110) leads the way in the first of two Formula USA races at Daytona. (Right) Chandler came under pressure early on from Tray Batey (5), and David Sadowski (25). (Below) Michael Barnes ended up second in both legs, keeping the heat on Chandler in race two until encountering tire wear problems.

The guy had just crashed and I didn't have a straightaway to see the flag.

"When I was docked a lap, I realized there was no use wearing my bike out," Oliver said of his decision not to make the restart, though he was going a second faster than he'd gone last year.

Another rider who had a day to forget was defending WERA F-USA champion Chris Taylor. The Team LaBelle Virginian overshot turn one to start the fifth lap and wasn't able to rejoin the race until the whole field had passed. He compounded his problems by crashing in turn one near the end of the race.

RACE ONE

Two teams filled the front row after Sunday morning's qualifying. The Valvoline Suzukis of Tray Batey and David Stanton bookended the row with the Muzzy Kawasakis of Chandler and Smith between them. Oliver led off the second row on his Yamaha TZ250, in front of Taylor's LaBelle Honda CBR900, the Yamaha FZR1000 of Kling, and the Team Suzuki Sport GSXR750 of Mark Miller.

Miller got a good jump from the second row and led the ribbon of racers through the infield and onto the banking before being reeled in by Chandler. The 1990 AMA Superbike Champion came through on the next lap firmly in control, with the squabbling beginning over the next spots.

Batey, Stanton, and Kling got together with Taylor in front of Miller, quickly dropping back, then Oliver and Stroud, and Graves on the charge.

Graves was up to fourth on the third lap, moving by Taylor who would soon overshoot by turn one. The field was now stretching out, with second the exclusive domain of Batey while Chandler began to clear out posthaste. Kling and Stanton got together and Graves was in front of Oliver with Stroud just behind, then Miller leading another pack.

Graves didn't linger and left Oliver to deal with Stroud, the pair a contrast in power and riding style, Oliver able to stick the TZ where Stroud wanted, taking the advantage on the infield, only to lose it on acceleration, especially from the middle of fifth gear and up to the top of sixth.

Still they ran together until the red flag came out for Krebs, ending his day as well as Oliver's race.

The restart was gridded by finishing positions in the first portion, and it was Chandler next to Batey, Kling and Stanton.

After better than a 30-minute delay it was Chandler again leading the pack, with Batey and Kling following, then Graves, Sadowski, and Zampach.

On the third lap Chandler had close to five seconds, and he was on his way to the win. The battle would be for second.

Batey was there on the third lap, but Barnes was carving his way through the field, passing any- and everywhere, moving up from sixth ending the third lap to second ending the fourth lap of the restart. He was about eight seconds behind Chandler at that point, and his concern was more with losing his pursuers than pursuing Chandler. Gradually, he eased away and had about four seconds of cushion with two laps to go. Second was his.

"I'm kind of emotional right now," Barnes said in victory lane. "From the back of the grid to the winner's circle: I don't know what to say. I just want to thank Landers (Sevier, team owner) and (engine builder) Carry Andrew. I couldn't have done it without them."

The last three riders Barnes would pass - Batey, Kling, and Graves - were now going at it for the last spot on the podium. Batey and Kling looked to pull away with about two laps to go, then Graves took it back, taking over the spot with a lap to go and setting up a last-lap fight. Kling led the trio onto the banking with Graves and Batey following, then Graves motored by. He led into and out of the chicane and ran hard to the checkered flag as Batey and Kling were unable to use the draft to pass him.

"I could see those guys (Kling and Batey) up there, and I knew I could get into the draft," Graves said. "If I could just put it in the draft and get ahead of them on the last lap it really wouldn't make a difference. It seemed like the Graves Motorsports Suzuki had a little more steam than the rest of the bikes through the tri-oval. I figured if I was somewhere near them I could probably win."

After the top five came Sadowski, getting the best of Stanton, then a big gap to Cycle World Magazine's Doug Toland, who gained two spots on the final lap after spending much of the race in a four-way tussle. Scott Zampach put in a creditable ride on a Triumph 900 to take ninth in front of Team LaBelle's Honda CBR-900-mounted Jason Fraser, who he'd been dicing with throughout the race.

RACE TWO

Starting on equal footing this time, Barnes aced the start and led the 51-rider field into turn one, with Graves and Chandler following; and Chandler about to make his move.

The move would only be for one place, dropping Graves to second, then he followed Barnes for a lap before going under him in the International Horseshoe on the third lap as the top two left the field behind. But Barnes wasn't giving up, and he was back in front a lap later and pulled out a decent lead when Chandler slowed going into the chicane on the fourth lap. Another tour of the circuit and Chandler was hard on the brakes in the chicane, this time closing right up on Barnes, following him for one lap, then taking the lead again in the International Horseshoe. Barnes stuck with him for two laps, then ran into tire troubles, and on the ninth lap it was Chandler starting to pull away.

A lap later and it became more obvious and Chandler was soon setting sail, winning by 5.26 seconds.

"I don't have a lot of experience in the superbike field, and I was just trying to milk my tires a little bit towards the end," Barnes said. "I tried a little bit hard in the beginning and didn't have much left at the end."

Though the new Dunlop tires worked well on Chandler's superbike, they may not have been as effective on the F-USA bike of Barnes, which weighs about 80 pounds more than the Muzzy superbike. All in all, Barnes was pleased. "I feel a part of the (EBSCO Media Suzuki) family already. These guys are great and so professional I know we're going to have an awesome year."

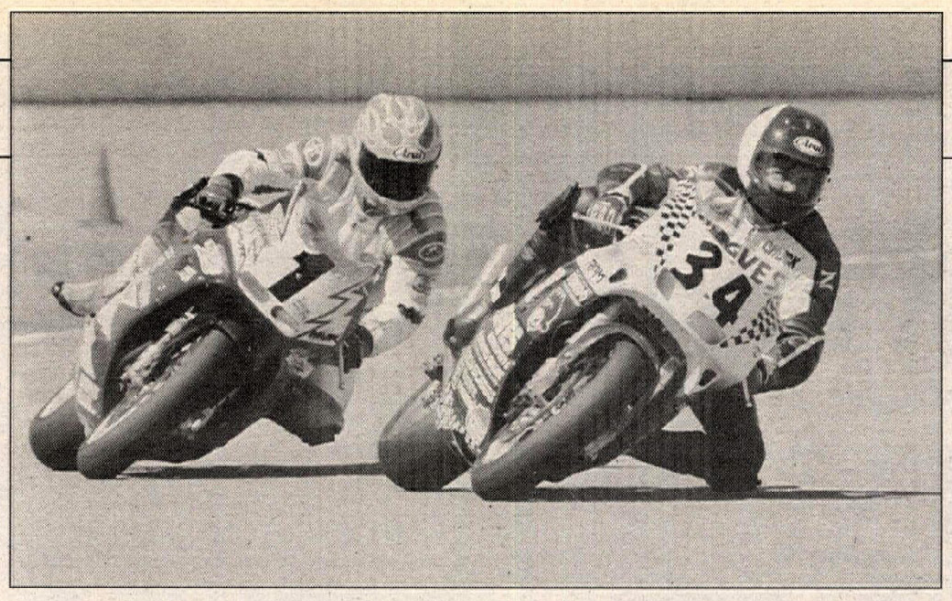
When Chandler and Barnes cleared out, the fight for third was between Kling and Graves, with Sadowski and Batey moving up to join them on the fifth lap. Kling didn't stick around to see how it would turn out, taking his leave near the halfway point and letting the others stage their own fight.

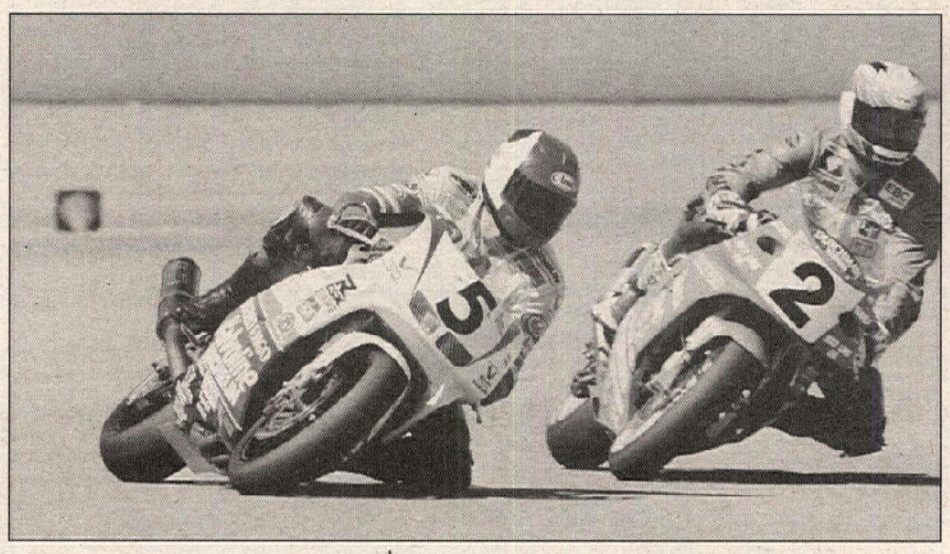
Just past the halfway mark in the 14-lap race, the positions were becoming more defined - Kling in front of Batey, Sadowski, with Graves next. Further back, Mike Smith was on the move having taking eighth place after seven laps. He would take over sixth on the ninth lap, but couldn't get any closer to Sadowski.

"I knew they (Batey and Sadowski) were back there," Kling said. "There was a whole bunch of lapped riders and I did a big dive on the far-end (west) banking, stayed tucked in and prayed that they lost the draft for a minute. These bikes make for a good show, even though it wasn't for the win."

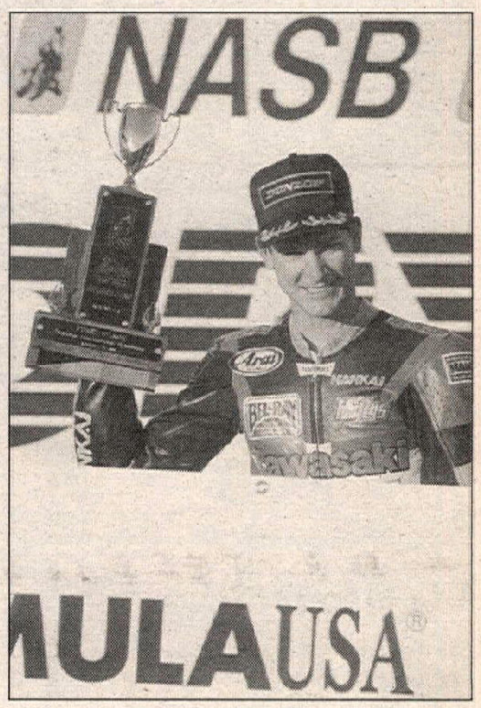
Barnes was about 18 seconds in front of Kling, who was well in front of Batey and Sadowski, who in turn had some room on Smith, the Georgian waiting until the last lap to run Graves down and pass him on the infield chute leading up to the kink.

Stanton was alone in eighth, Zampach was ninth again, then came Polen.





(Left) Chuck Graves battles with Chris Taylor (1) early in F-USA action. (Below left) Tray Batey (5) and Fritz Kling (2) dice over fourth place in the first leg; Batey earned the position. (Below) Doug Chandler celebrates his first race win since 1990 in Daytona's Victory Lane.



Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1996

FORMULA USA RACE ONE: 1. Doug Chandler (Kaw); 2. Michael Barnes (Suz); 3. Chuck Graves (Suz); 4. Tray Batey (Suz); 5. Fritz Kling (Yam); 6. David Sadowski (Hon); 7. David Stanton (Suz); 8. Doug Toland (Suz); 9. Scott Zampach (Tri); 10. Jason Fraser (Hon); 11. Jeffrey Stern (Kaw); 12. Andy Deatherage (Kaw); 13. Eric Moe (Kaw); 14. Don Canet (Kaw); 15. Shane Turpin (Hon); 16. Tripp Nobles (H-D); 17. Frank Wilson (Suz); 18. Jamie Bowman (Hon); 19. Brett Metzger (Suz); 20. Roland Sands (Yam); 21. Kristian Kaas (Yam); 22. William Luke (Suz); 23. Benjamin Welch (Yam); 24. Jonathan Bolton (Suz); 25. Masayuki Hayashi (Yam); 26. David Kieffer (Duc); 27. Owen Weichel (Kaw); 28. Curtis Adams (Suz); 29. Steve Paterson (Suz); 30. James Dickenson (Suz); 31. James Milroy (Kaw); 32. Brian Gibson (Hon); 33. Eric Knopp (Kaw); 34. John Ashmead (Kaw); 35. Michael Sidwell (Kaw); 36. Chris Taylor (Hon); 37. Jon Cornwell (Yam); 38. Mark Miller (Suz); 39. Richard Alexander (Kaw); 40. Michael Fitzpatrick (Yam); 41. Bobby Keith (Yam); 42. Andrew Stroud (Bri); 43. Derek King (Yam); 44. Gerald Rothman (Hon); 45. Shane Prieto (Kaw); 46. Dave Estok (Yam); 47. Joe Pittman (Kaw); 48. Damien Weber (Duc); 49. Kevin Graham (Kaw); 50. Rick Beggs (Kaw); 51. Rich Oliver (Yam); 52. Doug Polen (Suz); 53. John Morris (Suz); 54. Marco Martinez (Kaw); 55. Mike Walsh (Yam); 56. Ken Krebs (Suz); 57. Rad Greaves (Suz).
Time: N/A due to red flag.
Distance: 14 laps, 50 miles.
Average speed: N/A due to red flag.
Margin of victory: N/A due to red flag.

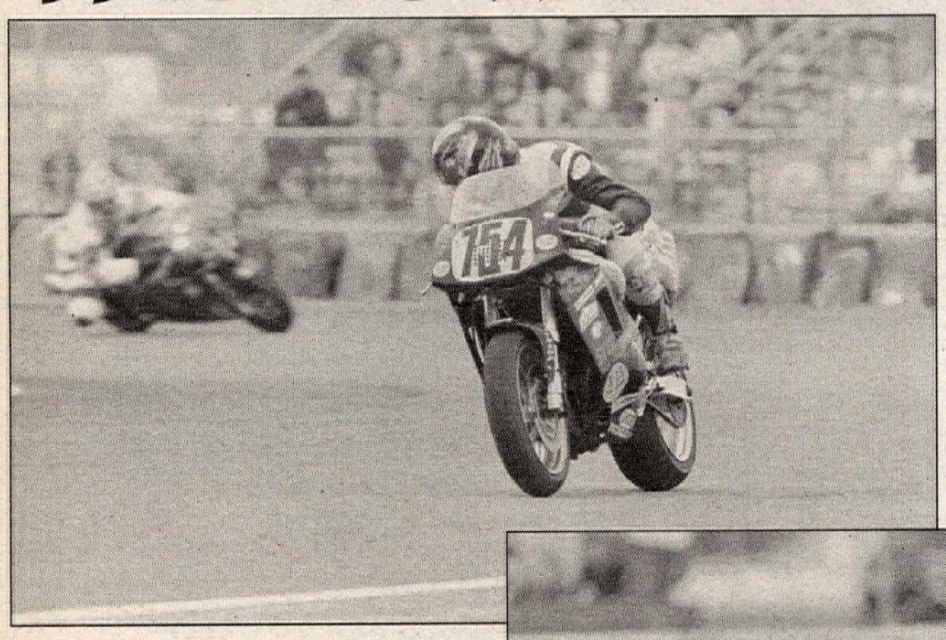
FORMULA USA RACE TWO: 1. Doug Chandler (Kaw); 2. Michael Barnes (Suz); 3. Fritz Kling (Yam); 4. Tray Batey (Suz); 5. David Sadowski (Hon); 6. Mike Smith (Kaw); 7. Chuck Graves (Suz); 8. David Stanton (Suz); 9. Scott Zampach (Tri); 10. Doug Polen (Suz); 11. Mark Miller (Suz); 12. Jeffrey Stern (Suz); 13. Brett Metzger (Suz); 14. Frank Wilson (Suz); 15. Rich Oliver (Yam); 16. Don Canet (Yam); 17. Eric Moe (Kaw); 18. Randy Renfrow (Duc); 19. Masayuki Hayashi (Yam); 20. Shane Turpin (Kaw); 21. Michael Fitzpatrick (Yam); 22. Steve Paterson (Suz); 23. Tripp Nobles (H-D); 24. Shane Prieto (Kaw); 25. Michael Sidwell (Kaw); 26. James Dickenson (Suz); 27. Curtis Adams (Suz); 28. Erick Kropp (Kaw); 29. Jonathon Bolton (Suz); 30. Jason Fraser (Hon); 31. Brian Gibson (Hon); 32. Richard Alexander (Kaw); 33. James Milroy (Kaw); 34. Gerald Rothman (Hon); 35. Rad Greaves (Suz); 36. Derek King (Yam); 37. Doug Toland (Suz); 39. Kristian Kaas (Yam); 40. Andy Deatherage (Kaw); 41. Bobby Keith (Yam); 42. David Kieffer (Duc); 43. Kevin Graham (Kaw); 44. Mike Walsh (Yam); 45. Owen Weichel (Kaw); 46. Anthony Lupo (Suz); 47. John Ashmead (Kaw); 48. Roland Sands (Yam); 49. Jamie Bowman (Hon); 50. Damien Weber (Duc); 51. Glenn Szarek (Suz).
Time: 26 min., 29.666 sec.
Distance: 14 laps, 50 miles.
Average speed: 112.869 mph.
Margin of victory: 5.260 sec.

FORMULA USA CHAMPIONSHIP POINT STANDINGS (After 2 of 9 races): 1. Tray Batey (118); 2. Chuck Graves (114); 3. Michael Barnes (102); 4. David Stanton (98); 5. Rich Oliver (86/2 wins); 6. Fritz Kling (82); 7. (TIE) Jeffrey Stern/Doug Chandler (70/2 wins); 9. Scott Zampach (65); 10. Curtis Adams (61); 11. Mark Miller (60); 12. Roland Sands (54); 13. Jason Fraser (53); 14. David Sadowski (51); 15. Glenn Szarek (50); 16. Peter Christensen (48); 17. Shane Turpin (44); 18. Lance Holst (43); 19. (TIE) Chris Voelker/Doug Polen (36).

Upcoming rounds:
Rounds 4-5 - Braselton, Georgia, March 31
Rounds 6-7 - Brainerd, Minnesota, May 19

Daytona International Speedway

Whitewash!



(Top) James White (754) was the top Amateur racer during the CCS races at Daytona International Speedway; the Floridian won four races, including the Amateur Heavyweight Superbike class. (Above) Jason Pridmore won the Unlimited Supersport race in his comeback appearance after breaking his leg over a year ago. Here he is chased by Kinko's teammate Thomas Stevens, who also won a race during the CCS day. (Right) Yoshimura Suzuki's Aaron Yates was one of several top factory riders who took part in the action; Yates won the Expert Heavyweight Superbike race.

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 1-2

After putting his mark on the fastest things in the air and on the water, Orlando's James White spent the Daytona Championship Cup Series weekend making a name on the ground. White recently spent four years in the Air Force painting F-16 fighter planes, and he now paints off-shore powerboats. At Daytona he was the big winner, taking four Amateur CCS races and finishing second in another.

"I think that was the hardest one yet," White, 24, said after winning the Amateur Middleweight Supersport, his fourth victory in five tries. "I had a lot of stiff competition in that race. I'm just glad to be here and finish this good at Daytona. I never expected it. I never expected one this time, never mind four."

In addition to winning the Amateur Middleweight Supersport on a cool and damp Saturday afternoon, White also won Saturday's Amateur Heavyweight Superbike, and the Amateur Solo GTU and Amateur Solo GTO in Friday's pouring rain. He came in second in Saturday's Amateur Heavyweight Supersport, though he was on his Full Spectrum Racing Kawasaki ZX-6 against Patrick Whitney's Suzuki GSXR750. White's GTO and Heavyweight Superbike wins were aboard an updated 1989 Suzuki GSXR750 with a full Yoshimura motor.

In the Pro ranks, Yamaha World Superbike's Colin Edwards II, whose career ascendance was accelerated by winning races in the fall CCS weeekend in 1991, was the big winner and big loser on the weekend, though that's a bit deceptive. After sitting out Friday, when rain fell throughout the day, Edwards was on track and on the gas on Saturday, breaking out to the front early in three races, amassing huge leads, then pulling in on the final lap to hand the glory to second place. By the end of the day he was turning lap times in the 1:51s, respectable times considering the temperature was in the low 50s and each race was only five laps long.

Twice, Floridian Shane Prieto was the recipient of Edwards' largesse. In his first appearance, in the Expert Unlimited Superbike race, Edwards pulled out on the final lap to let Prieto win, the Custom Glass Co./Sharkskinz/Blais Cycle-backed Kawasaki rider beating TBR Racing's Michael Fitzpatrick by 4.19 seconds.

In the Unlimited GP race, Edwards had better than a four-second lead on the first lap, a lead that grew as his lap times dropped, the Texan pulling out to give Prieto his second win, this one over Team Suzuki Sport's James Randolph.

When Edwards dropped out of the Expert Heavyweight Superbike he gave the win to Yoshimura Suzuki's Aaron Yates, the Georgian unaware that he was in front. "I had no idea I won that race," Yates said in victory lane. "I knew there wasn't anybody in front of me. I'd seen Colin up there (unofficially 15 seconds ahead), but I guess he pulled in on the last lap."

Three-time Daytona 200 winner Scott Russell was second to Yates, the Lucky Strike Suzuki rider starting, like Yates, from the 14th row in the second wave. He was 3.960 seconds back at the end.

Randolph was second twice more, leading the Expert Heavyweight Supersport race on the penultimate lap, only to lose to Team Suzuki Sport teammate Mark Miller by half a second. After a year spent recovering from a broken leg, Jason Pridmore made his road race return by finishing third in his debut on the Kinko's Kawasaki, but he would improve.

In the Unlimited Supersport race, Pridmore came away with the win in one of the better races of the weekend. He and teammate Thomas Stevens were pitted against former Kinko's rider James Randolph. Stevens pulled in while just in front on the last lap, with Pridmore beating Randolph to the stripe by 0.24 seconds in a furious drafting battle.

"It was tough being out all last year," Pridmore said.

Stevens had earlier won the Expert Middleweight Supersport, riding to his first win on the number 64 Kinko's Kawasaki.

"We're just trying to figure out what works and what doesn't," Stevens said before apologizing to the rest of the field. "We hate to beat up on the privateers, but there's been so little track time we wanted to stay out and get as much as we could."

Another multiple winner was veteran Todd Henning, the Massachusetts resident using the CCS races as a tune-up for Daytona's vintage races. Henning won the Expert Sportsman aboard a Honda 510 by nearly 21 seconds on Friday and on Saturday he won the Expert Lightweight Superbike, his 361st CCS win, this one aboard a parts-bin Yamaha 350 twin.

Aside from the numerous winners in the 25 CCS races, there were a fair number of losers, mostly the factory teams. Thursday's practice wasn't particularly productive and rain washed out any dry track time on Friday. Saturday began with a cold, driving rain; all the morning practice was on a wet track, as well as the first few races. So for the factory teams, and most were there - except for Harley-Davidson, Suzuki World Superbike, and Fast by Ferracci - the dry track time they were hoping to get never happened and the teams were left with spending nearly an extra week in Daytona with very little return. Blame the weather.

The near-record rain flooded the grassy area by the tri-oval, forcing race officials to move the start-finish line 60 yards farther down the track.

James White had run about 10 regional races in Florida last year and this was his second one of 1996. He'd run for the first time in the rain at Savannah, Georgia, in early February, and the results gave no indication of what he would do in Daytona on Friday. After procuring Pirelli backing on Friday, White stuck the tires on his ZX-6 and went out and took two wins, giving much of the credit to the new rubber. "The Pirelli DOT-legal rain tires, they stick so good," White said as a way of explaining his sudden success.

Once White disposed of early leader Woodrow Gephart, he was free to run to the flag, running up a 7.65-second gap on Honda West's Gephart at the end of the 12-lap, 42.72-mile race. KWS Sports Mike Ciccotto was third, also Honda-mounted.

"I'm really happy, and now I'm ready to go and win that GTO," White said, and he promptly lived up to his promise, though the margin was less than in his first win mainly because of a power deficit. White ran his Kawasaki 600 against the 750s, beating F&S Kawasaki /Suzuki's GSXR750-mounted Patrick Whitney by 2.3 seconds. Third went to the Kawasaki ZX-7 or Richard Pacella.

"To tell you the truth, I wasn't really counting on this one. There were a lot of big bikes out there, but this bike had something for them. I don't really like racing in the rain, but it was a good race," White said after the Amateur Solo GTO.

Whitney turned the tables in their first meeting on a drying track on Saturday, and it wasn't even close. Leading from the holeshot to the checkered flag, Whitney was never challenged, the Kentuckian building up better than a 7.5-second lead at the halfway point before cruising to a 6.7-second win over White.

"The drier conditions made a difference today," Whitney said after the Amateur Heavyweight Supersport win. Richard Pacella finished third behind White. Steve Wenner was all alone in fourth on a Honda CBR600 with Peter Lucchese fifth aboard a Kawasaki 750, a pack of four close on his heels.

The track was completely dry for the Amateur Heavyweight Superbike race, Suzuki 750-mounted White in front from the drop and holding a two-second lead on the second lap with Michael Cohen moving into second, a position he would hold onto despite constant pressure from Bell's Suzuki's Aaron Pierratt.

White's lead grew to better than three seconds on the fourth lap, despite an obvious top-speed disadvantage on the back straight. When the checkers flew after five laps, White had a 1.89 second edge on Cohen, who was holding off Pierratt. That pair had about 12 seconds on fourth-placed Ron Sirianni of R&R Racing. PMH Group's David Nelson was just behind in fifth.

White's final win came in the Amateur Middleweight Supersport, the last of 16 races late on Saturday afternoon. From the start White led the 50-rider field and it looked like he would pull away, but it wouldn't happen. Steve

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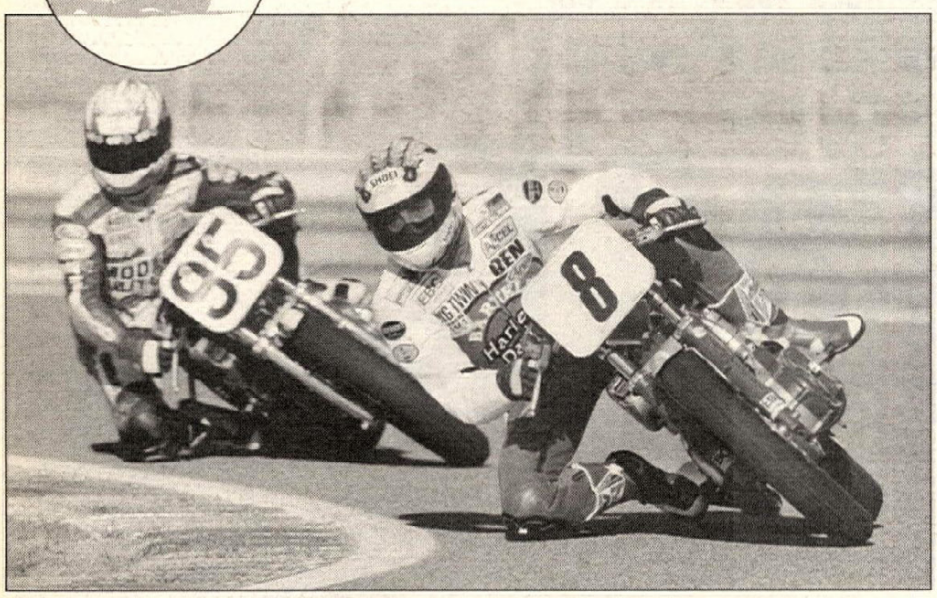
Daytona International Speedway



Ben Bostrom (8) leads Matt Wait (95) in the Harley-Davidson Twin Sport race at Daytona; Wait ended up taking the win over Scott Zampach and Bostrom.

Wenner was sticking by in second with David Smith a close third, moving into second on the fourth lap and closing the one-second gap on White. Running down the back straight on the fourth lap, Smith caught White's draft, then was joined by Wenner and Michael Cohen after they left the chicane. The final lap would begin with four riders on nearly equal terms, but that would change at the International Horseshoe. Smith made a slight bobble, not much, but enough to give White a little breathing room and cause Wenner and Cohen a second's hesitation. Next it was White's turn to make a mistake, his being an extra downshift into the final infield corners, allowing the rest to close up. On the back stretch White and Smith ran side by side, Smith briefly in the lead, White hanging on to lead into the chicane. Normally you wouldn't want to lead a four-rider pack out of the chicane, but White had the motor and moves to make it work. He stopped the clocks half a length in front of Smith, officially 0.010 seconds. Wenner and Cohen were a shadow third and fourth. Mike Ciccotto took fifth.

"I beat them into the chicane and held them off," White said. "I had to do a bit of weaving to shake them off."

With the factory teams writing off the rain races on Friday, the Expert Unlimited Superbike was the first chance the squads had to stretch their legs. Edwards jumped from the third row to the front of the pack by the time the 24-rider field exited the chicane on the first lap. Edwards began to pull away as Vance & Hines Yamaha's Tom Kipp worked his way up from a ninth-row starting position. Kipp was into fifth at the halfway mark, then into second as he hit the banking on the fourth lap. Edwards sat up exiting the International Horseshoe on the final lap, Kipp closed up considerably, but the Texan was still out front when they pulled into the pit lane. Prieto was third on the opening lap before breaking out of a pack of four. When Kipp joined the fray Prieto was briefly relegated to fourth. As the leaders made their break and exit on the final lap, Prieto took over the lead and the win, the margin a healthy 4.19 seconds.

"I don't know what to say," Prieto said. "I didn't think I had a chance with (Mike) Fitzpatrick and some of the pro guys there."

Fitzpatrick was second in front of Brett Metzger, Marco Martinez, and Jonathan Bolton.

The Expert Heavyweight Superbike lived up to its name with nine factory riders pre-entered and seven making the grid. Only the Promotor Ducatis of Mike Hale and Troy Corser failed to take part.

Jetting up from the fifth row, Edwards was up to fourth when the 42-rider field hit the banking, then into the lead in NASCAR turn four. Lapping in the 1:52s, Edwards had more than a five-second lead on the second lap and it would grow until he pulled out with about 15 seconds in hand.

Michael Fitzpatrick had been dropped to second when Edwards took over the lead, and he held the spot until getting more factory company. Aaron Yates was first past, flying by on the west banking on the fourth lap, with Scott Russell waiting another lap before moving into second. The factory Suzukis were one-two, then came Fitzpatrick, the third factory Suzuki of Pascal Picotte, and Kevin Graham.

"Originally, they just wanted us to go out and pull in on the white-flag lap. Then they said, 'Go ahead and finish the race.' Man, this new Yoshimura Suzuki is really working good and I'm loving it," Yates said. "I was supposed to be testing the front end that time, but I didn't think much about the front end. I was just kind of having fun and trying to go fast and catch everybody."

The final race that Edwards dominated was the Unlimited GP. After building a 4.2-second lead on the first lap, Edwards turned up the gas and dropped to an unofficial lap time of 1:51.44 on the first flying lap, a time he backed up with a 1:51.52. The next two weren't as fast, but his lead was secure as he was joined by Vance & Hines Yamaha teammates Kipp and James. The Yamaha factory bikes made up the top three from the second lap until they pulled out on the last lap.

Prieto had worked his way through the pack until he was into fourth on the fourth lap, a spot that would soon become first. When the lead trio dropped out Prieto was in the front, James Randolph moved into second, dropping Michael Fitzpatrick to third. Jonathan Bolton was a close third, with Brett Metzger in front of a group contesting sixth.

"That's definitely as quick as I've ever gone here," Fitzpatrick said, after being told he was lapping in the 1:53s.

Daytona International Speedway
Daytona Beach, Florida
Results: March 2, 1996

AM H/W S/BK: 1. James White (Suz); 2. Michael Cohen (Suz); 3. S. Aaron Pieratt (Suz); 4. Ron Sirianni (Kaw); 5. David Nelson (Kaw).
Time: 10 min., 54.012 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 97.980 mph.
Margin of Victory: 1.890 sec.

AM H/W S/SPRT: 1. Patrick Whitney (Suz); 2. James White (Kaw); 3. Richard Pacella (Kaw); 4. Steve Wenner (Hon); 5. Peter Lucchese (Kaw).
Time: 11 min., 16.063 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 94.784 mph.
Margin of Victory: 6.70 sec.

EX H/W S/SPRT: 1. Mark Miller (Suz); 2. James Randolph (Suz); 3. Jason Pridmore (Kaw); 4. Travis Pepin (Suz); 5. Steve Reker (Suz).
Time: 10 min., 43.540 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 99.574 mph.
Margin of Victory: 0.500 sec.

U/L GP: 1. Shane Prieto (Kaw); 2. James Randolph (Suz); 3. Michael Fitzpatrick (Yam); 4. Jonathan Bolton (Suz); 5. Brett Metzger (Suz).
Time: 10 min., 4.593 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 105.989 mph.
Margin of Victory: 4.340 sec.

EX H/W S/BK: 1. Aaron Yates (Suz); 2. Scott Russell (Suz); 3. Michael Fitzpatrick (Yam); 4. Pascal Picotte (Suz); 5. Kevin Graham (Kaw).
Time: 10 min., 5.363 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 105.854 mph.
Margin of Victory: 3.960

AM M/W S/SPRT: 1. James White (Kaw); 2. David Smith (Kaw); 3. Steve Wenner (Hon); 4. Michael Cohen (Kaw); 5. Mike Ciccotto (Hon).
Time: 10 min., 50.122 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 98.566 mph.
Margin of Victory: 0.010 sec.

AM SOLO GTU: 1. James White (Kaw); 2. Woodrow Gephart (Hon); 3. Mike Ciccotto (Hon); 4. Lee Bivens (Hon); 5. Darrell Grindstaff (Hon).
Time: 30 min., 18.974 sec.
Distance: 12 laps, 42.72 miles.
Average Speed: 84.549 mph.
Margin of Victory: 7.650 sec.

AM SOLO GTO: 1. James White (Suz) 2. Patrick Whitney (Sux); 3. Richard Pacella (Kaw); 4. Dean Scarpa (Duc); 5. Michael Brown (Kaw).
Time: 30 min., 30.641 sec.
Distance: 12 laps, 42.72 miles.
Average Speed: 84.010 mph.
Margin of Victory: 2.300 sec.

EX UNLTD S/BK: 1. Shane Prieto (Kaw); 2. Michael Fitzpatrick (Yam); 3. Brett Metzger (Suz); 4. Marco Martinez (Kaw); 5. Jonathan Bolton (Suz).
Time: 10 min., 13.018 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 104.532 mph.
Margin of Victory: 4.190 sec.

EX L/W S/BK: 1. Todd Henning (Yam); 2. Ronald Stone (Hon); 3. R. Todd Keesee (Yam); 4. Ian Lineberger (Yam); 5. Ronald Taylor (Kaw).
Time: 12 min., 23.810 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 86.151 mph.
Margin of Victory: 26.240 sec.

AM L/W S/BK: 1. Pat Mooney (Yam); 2. Ken Jarmusch (Yam); 3. Ken Murphy (Yam); 4. William Lincoln (Yam); 5. Chad Gasiorek (Hon).

EX SPTSMN: 1. Todd Henning (Hon); 2. Ronald Stone (Kaw); 3. Tod Roman (Yam); 4. Ronald Taylor (Kaw); 5. Sherry Dowling (Kaw).
Time: 12 min., 48.682 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 83.363 mph.
Margin of Victory: 20.900 sec.

AM SPTSMN: 1. Fred Baumbach (Hon); 2. Kendell Edwards (Kaw); 3. Jay Tublin (Kaw); 4. Craig Gagner (Kaw); 5. Nelson Priede (Yam).

EX M/W S/SPRT: 1. Thomas Stevens (Kaw); 2. Reuben Frankenfield (Kaw); 3. Ricardo Glock (Hon); 4. James Bronson (Kaw); 5. Jamie Bowman (Hon).
Time: 10 min., 1.236 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 106.580 mph.
Margin of Victory: 0.240 sec.

EX M/W S/BK: 1. James Bronson (Kaw); 2. Yves Briguet (Hon); 3. William Luke (Kaw); 4. Jeff Williams (Hon); 5. Pat Mooney (Kaw).
Time: 10 min., 22.528 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 102.935 mph.
Margin of Victory: 0.360 sec.

AM M/W S/BK: 1. Mike Ciccotto (Hon); 2. William Taylor (Hon); 3. David Smith (Kaw); 4. Bob Shy (Yam); 5. Darrell Grindstaff (Hon).
Time: 11 min., 0.459 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 97.023 mph.
Margin of Victory: 0.010 sec.

EX L/W GP: 1. Lee Pounders (Hon); 2. Shane Clifford Tolley (Yam); 3. Leon Cortez Soler (Yam); 4. Masahiro Iizuka (Hon); 5. Murphy Anderson (Yam).
Time: 11 min., 0.724 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 96.401 mph.
Margin of Victory: 0.950 sec.

AM L/W GP: 1. Paul Riccio (Yam); 2. William Lincoln (Yam); 3. Clifford Dermer (Yam); 4. William Back (Yam); 5. Andrew Kantor (Yam).

EX H/W S/TW: 1. Steve Grigg (Duc); 2. Edward Borowy (Duc); 3. Larry Schnur (Duc); 4. Bob Robbins (Duc); 5. Douglas Gross (Duc).
Time: 11 min., 16.367 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 94.741 mph.
Margin of Victory: 15.880 sec.

AM H/W S/TW: 1. Dean Scarpa (Duc); 2. Fred Stucky (Duc); 3. Ian Gunn (Duc); 4. Darren Martin (Hon); 5. Kenneth Wong (Duc).

AM M/W GP: 1. Arash Hoshmandy (Hon); 2. Darrell Grindstaff (Hon); 3. Randall Mennenga (Hon); 4. Mark Zaremskas (Hon); 5. Christopher Young (Hon).
Time: 12 min., 15.207 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 87.159 mph.
Margin of Victory: 3.440 sec.

EX M/W GP: 1. William Luke (Kaw); 2. Dave Hardy (Hon); 3. Graham Kimble (Hon); 4. William Brandvold (Hon); 5. Drew Lincoln (Hon).
Time: 11 min., 33.820 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 92.358 mph.
Margin of Victory: 5.730 sec.

AM L/W S/TW: 1. Lee Maserian (Hon); 2. Raymond Swenton (Duc); 3. Gary Scillia (Suz); 4. Kendell Edwards (Kaw); 5. Adam Mashike (Hon).

EX L/W S/TW: 1. Chris Steele (Hon); 2. Charles Burnett (Hon); 3. Ron Stone (Kaw); 4. Ron Taylor (Kaw); 5. David Nystrom (Duc).
Time: 12 min., 35.699 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 84.796 mph.
Margin of Victory: 10.060 sec.

AM L/W S/SPRT: 1. Ken Murphy (Yam); 2. Ken Jarmusch (Yam); 3. Pat Mooney (Yam); 4. Chad Gasiorek (Hon); 5. Andrew Kantor (Yam).

EX L/W S/SPRT: 1. Philip Di Gregorio (Yam); 2. Ian Lineberger (Yam); 3. Will Rownd (Yam); 4. Eric Lundwigsen (Yam); 5. Craig Goldman (Yam).
Time: 13 min., 1.770 sec.
Distance: 5 laps, 17.8 miles.
Average Speed: 81.968 mph.
Margin of Victory: 23.270 sec.

AM US TW/SPRT:1. Lane Boger; 2. Scott Korol.

EX US TW/SPRT: 1. Randy Texter; 2. Darvin Loyd; 3. Tom Cleppe; 4. Brian Bodine; 5. Michael Friberg.

AM 125 GP: 1. Laura Hardy (Hon).

EX 125 GP: 1. Masahiro Iizuka (Hon); 2. Vicky Jackson-Bell (Hon); 3. Mark Brown (Hon); 4. Clayton Kwitowski (Hon); 5. Chuck Actor (Hon).

EX SOLO GTO: 1. Jim Albritton (Suz); 2. Ron Howard (Kaw); 4. Frank Kinsey (Yam); 5. Jonathan Bolton (Suz).
Time: 29 min., 31.134 sec.
Distance: 10 laps, 35.6 miles.
Average Speed: 86.833 mph.
Margin of Victory: 2.288 sec.

NASB Harley-Davidson Twin Sports Series
Round 1: Daytona International Speedway

Worth the Wait

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 3

Riding like the veteran he outsmarted, Mitchell's Modesto Harley-Davidson's Matt Wait came out the best of a furious last-lap, three-way drafting war to win the Harley-Davidson Twin Sports race at Daytona International Speedway. Having learned a thing or two from his two wins in the fall Daytona races, the 19-year-old Californian came out of the chicane on the final lap sandwiched in second place between the leader, Bartel's Harley-Davidson's Ben Bostrom, and Hansen Motorcycles's Daytona master Scott Zampach. The trio went three wide off of the final turn for the run to the flag, with Wait eking out the win by a mere 0.030 seconds. Zampach was the shadow in second with Bostrom third.

"That was the most intense race I've ever been in," Wait said. "I just want to thank God for a safe race. It got pretty crazy out there at times. I also want to congratulate Ben (Bostrom) on his run. I know he came up from the back of the pack."

Bostrom said he led out of the chicane "by chance and choice. The basic thing about this track is getting into a good draft. Most of the time you don't want to lead off the chicane, but I had been gaining ground through there and I tried to make a real good run through it one more time. I guess it wasn't quite good enough."

It took Wait 15 minutes, 53.057 seconds to complete the seven-lap, 25-mile race. He averaged 94.131 mph.

Zampach led the 30-rider field for much of the first lap with Wait taking over on the second and leading a pack that would include five riders, then four, and, finally, three.

Wait stayed in front with Don Tilley's H-D's Tripp Nobles moving into second on the third lap in front of Zampach and Australian Robbie Herman. Then came Bartel's H-D's Dave Estok, the last of the bunch before a second pack which Bostrom was part of.

Zampach reclaimed the front spot on the third lap, drafting Wait into the chicane, with Wait taking it back on the front straight, Zampach going up the inside of the International Horseshoe on the fourth lap. By now Bostrom was with them, as was Hermans, then a gap to a quartet that Lancaster H-D's Randy

Texter headed in front of Estok, Gibbs, and Nobles.

When the leaders left the chicane on the fourth lap, on the run to the halfway mark, Zampach was midtrack, above Wait, with enough room for Bostrom to sweep by and take the lead briefly, Wait taking it back before the first turn, Hermans lurking just behind.

Bostrom used the International Horseshoe on the fifth lap to retake the lead and held it only the back straight when Wait went by, but too early, with Bostrom in front into the chicane.

The next lap saw Hermans drop slightly, lose the draft, and settle into an unchallenged fourth.

On the final lap the leaders were three wide in the tri-oval, Bostrom on the outside into one, then Wait into the lead on the short chute out of turn two to the first horseshoe, with Zampach a steady third. The order remained the same for the rest of the infield, onto the banking and into the chicane. Leading out of the chicane, as Zampach knows, is not the best plan, unless you have an exceptional motor. Bostrom led them in, then out, all three going down low on the banking, following Bostrom for the run to the flag, with Wait just in front of Bostrom and Zampach.

"I just took a big gamble that I could get through the chicane fast enough where I could break the draft, but it just didn't work," Bostrom lamented. "It was a real close, real even race out there. I'm happy to be in Daytona's Victory Lane one more time."

Hermans came along in third, about seven seconds later, and comfortably in front of the fight over fifth. Texter got the best of it, having held the spot most of the race, then came Gibbs and a near dead heat for seventh with Estok just in front of Nobles.

Farther back, H-D of Citrus Heights' Matt Guidera finished ninth with Bartels H-D's Hikaru Miyagi rounding out the top 10.

Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1986

HARLEY-DAVIDSON TWINSPORTS: 1. Matt Wait; 2. Scott Zampach; 3. Ben Bostrom; 4. Robbie Hermans; 5. Randy Texter; 6. Brian Gibbs; 7. Dave Estok; 8. Tripp Nobles; 9. Matt Guidera; 10. Hikaru Miyagi; 11. Ron McGill; 12. Michael Amalric; 13. Todd Evans; 14. Michael Fribert; 15. James Whitaker; 16. Graham Atha; 17. Billy Martin; 18. Scott Moon; 19. Brian Bodine; 20. Brian Conley; 21. Steve Blackburn; 22. Shawn Blackburn; 23. Daigaro Suzuki; 24. Billy Eisenacher; 25. Devin Battley; 26. David Yesman; 27. Stephen Vlasbloom; 28. Roger Hendricks; 29. Darvin Loyd; 30. Tommy Shields.
Time: 15 minutes, 53.057 seconds.
Distance: Seven laps, 25 miles.
Average speed: 94.131 mph.
Margin of victory: 0.030 seconds.

Upcoming rounds:
Round 2 - Braselton, Georgia, March 31
Round 3 - Brainerd, Minnesota, May 19

EBC Brakes Sport Bike Series
Round 1: Daytona International Speedway

Briguet on fire

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 3

It took Swiss rider Yves Briguet about a lap to take the lead he would never give up on his way to winning the EBC Brakes Sport Bike race for 600cc Supersport machinery at Daytona International Speedway. Riding a Rayce Honda, out of Exton, Pennsylvania, the 1994 European 600cc Supersport Champion felt early pressure from Anoka Ramsey Sport Center's James Bronson and Erion Racing's Doug Toland. Then, while running third, Toland overshot the chicane on the sixth lap and Bronson was out a lap later, leaving Briguet to race home alone.

"I have good pleasure to be here one more time," said Briguet, who was 10th in last year's Daytona 600cc Supersport race.

When the field was finally sorted out, it was Kawasaki-mounted Rick Kirk moving up from fourth to second and Austrian Christian Zwedorn third on a Honda Austria F-3. Honda-mounted Toland recovered to take fourth with Honda Canada's Jeff Williams fifth

In winning his first race at Daytona, Briguet, who will contest the Thunderbike Championship in Europe, averaged 106.311 mph and won the 10-lap, 35.6-mile race in 20 minutes 5.525 seconds. His margin of victory was 7.837 seconds.

A healthy field of 49 took to the track on a bright, sunny, but breezy afternoon, with Kevin Rentzell leading the parade for the first lap, Briguet close behind and Bronson third.

When they came around the second time it was Briguet in front for the duration, though he was hounded for a number of laps. The string that followed him broke off quickly. By the third lap it was down to a threesome, Briguet leading Toland and Bronson, then a gap to a larger pack fronted by Eric Wood, Jeff Williams, and Kirk.

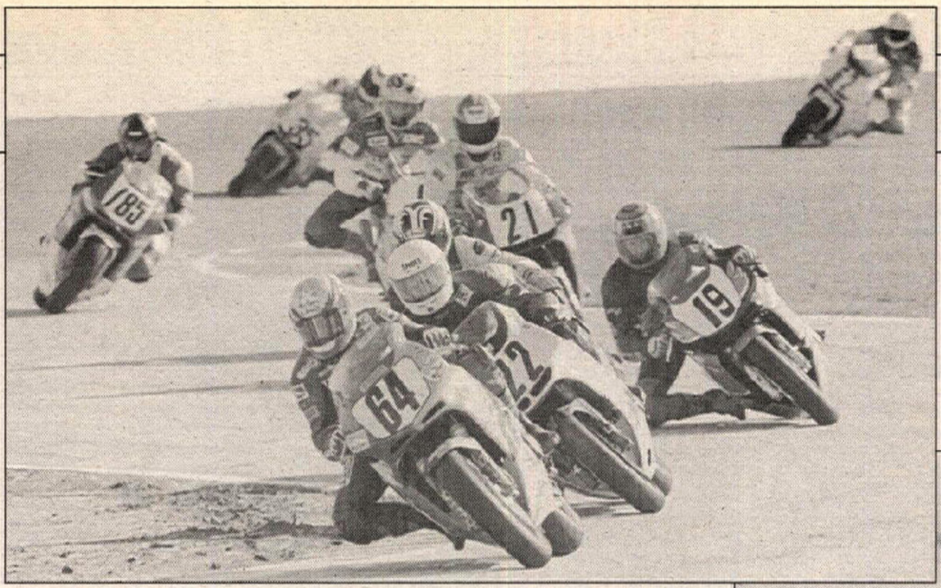
Halfway in the leaders had a three-second gap on the pack, with Briguet starting to inch away and forcing the others to ride harder to catch up. Toland missed the left entering the chicane on the sixth lap, rejoining the race at the tail end of the battle for third and losing five places.

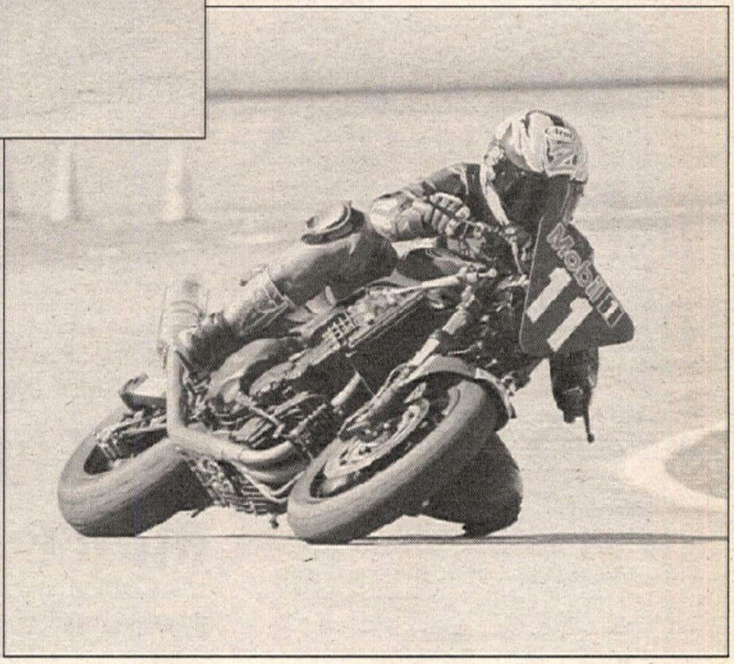
A lap later Briguet came through the chicane alone, six seconds in front of the pack that now had Kirk as its leader. Despite pulling a train of five, the Oklahoman was able to edge away and had two seconds on Zwedorn on the eighth lap, with Williams, Rentzell, Wood, and Toland following. Matt Wait was eighth on the Bandit International Honda, not likely to catch the pack or be caught.

The only drama in the closing laps would be provided by Toland. He moved two sports forward on the ninth lap, then made a run at Williams on the final lap, going down under him coming off of NASCAR Turn Four to recover from his gaffe to finish fourth.

"I'm really happy," Kirk said in Victory Lane. "It means so much to be back at Daytona and to be in Victory Lane. I had a great time. These two guys (Briguet and Zwedorn) really run well. I feel really fortunate to be here."

Zwedorn, who finished fifth in last year's AMA HP4 600cc Supersport race, said: "I learn by this race after the start that I must go much more aggressive. The first two laps I went slow. My bike is not finished. My suspension must have work on it before our next race."





Yves Briguet (84) won the NASB Sport Bike final, topping Rick Kirk and Christian Swedorn. (Right) Scott Zampach cruised to victory in the Triumph Speed Triple Challenge after David McGrath crashed while racing with the Wisconsinite.

Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1996

EBC BRAKES SPORTBIKE: 1. Yves Briguet (Hon); 2. Rick Kirk (Kaw); 3. Christian Zwedorn (Hon); 4. Doug Toland (Hon); 5. Jeff Williams (Hon); 6. Eric Wood (Kaw); 7. Kevin Rentzell (Kaw); 8. Matt Wait (Hon); 9. Thomas Montano (Hon); 10. Brett Ray (Kaw); 11. Reuben Frankenfield (Kaw); 12. Eric Kropp (Kaw); 13. Quenni King (Hon); 14. Michael Conlon Jr. (Hon); 15. Jim Lester (Hon); 16. Dustin Sperber (Hon); 17. Rick Glock (Hon); 18. Dan Fischer (Hon); 19. Drew Lincoln (Hon); 20. Kris Clubb (Kaw); 21. Brian Livengood (Hon); 22. Charles Chouinard (Kaw); 23. Matt Guidera (Hon); 24. John Scheehser (Hon); 25. Dave Hardy (Kaw); 26. John Blessed (Kaw); 27. Michael Sidwell (Kaw); 28. Mark Monyette (Kaw); 29. Bob Mathews (Kaw); 30. Rick Beggs (Kaw); 31. Michael Morella (Kaw); 32. Jon Schroht (Hon); 33. David McPherson (Kaw); 34. Rick Maron (Kaw); 35. Mark Lawson (Hon); 36. Joe Ribero (Suz); 37. David Rose (Hon); 38. Darrin Klemens (Hon); 39. Stacy Duncan (Hon); 40. Rodney Bundschuh (Hon); 41. Robert Delie (Hon); 42. Nelson Cardoso (Hon); 43. Walter Gasiorek (Kaw); 44. John Hedstrom (Suz); 46. James Bronson (Kaw); 46. Ty Howard (Kaw); 47. William Luke (Kaw); 48. Matthew Winnacker (Duc); 49. Stuard Nodell (Yam).
Time: 20 min., 5.525 sec.
Distance: 10 laps, 35.6 miles.
Average speed: 106.311 mph.
Margin of victory: 7.837 sec.
EBC BRAKES SPORT BIKE CHAMPIONSHIP POINT STANDINGS (After one of nine races): 1. Yves Briguet (35); 2. Rick Kirk (32); 3. Christian Zwedorn (30); 4. Doug Toland (28); 5. Eric Wood (25); 6. Kevin Rentzell (24); 7. Matt Wait (23); 8. Thomas Montano (22); 9. (TIE) Brett Ray/Jeff Williams (21); 11 Reuben Frankenfield (20); 12. Eric Kropp (19); 13. Quenni King (18); 14. Michael Conlon Jr. (17); 15. Jim Lester (16); 16. Dustin Sperber (15); 17. Rick Glock (14); 18. Dan Fischer (13); 19. Drew Lincoln (12); 20. Kris Clubb (11); 21. Brian Livengood (10); 22. Charles Chouinard (9); 23. Matt Guidera (8); 24. John Scheehser (7); 25. Dave Hardy (6); 26. John Blessed (5); 27. Michael Sidwell (4); 28. Mark Monyette (3); 29. Bob Mathews (2); 30. Rick Beggs (1).

Upcoming rounds:
Round 2 - Braselton, Georgia, March 31
Round 3 - Brainerd, Minnesota, May 19

Mobil 1 Triumph Speed Triple Challenge
Round 2: Daytona International Speedway

Zampach Triumphs

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 3

After bumping off the competition, literally, Hansen Motorcycles' Scott Zampach cruised to his second win in a row in the Mobil 1 Triumph Speed Challenge series.

Zampach was dueling with Low Country Triumph's David McGrath at the start of the fourth lap when the two entered turn one nearly side by side. Zampach went wide, his rear wheel sliding almost to the edge of the track just as McGrath was going around him on the outside and the two made contact. McGrath tried valiantly to keep it on the pavement, but he went onto the grass, then tucked the front end under for the head-first ride into the haybales.

"He started to go around the outside of me to pinch me off and shut the door going into turn one," Zampach said. "He did it too early and ran into the side of me. I didn't see him coming."

When McGrath went down, Zampach's lead went up to about 2.7 seconds and it would grow by better than a second a lap. By the midpoint of the 14-lap race he was 14.2 seconds in front of second place, and he cruised to an easy win and commanding points lead.

After two of nine races, Zampach is a perfect 70, 18 better than James Hanrahan, seventh today, himself a point in front of today's third-place finisher, Michael Fitzpatrick.

Fitzpatrick ran second until the eighth lap when Adam Lewis went by in the infield, but by then Zampach had over 17 seconds and was on cruise control. Fitzpatrick didn't hold the spot exclusively. Rick Kirk was second on the 11th lap, but on the 12th the order of the top five was fixed: Zampach, Lewis, Fitzpatrick, Kirk, and Frenchman Patrick Bonfiglio.

Zampach completed the 14-lap, 50-mile race in 29 minutes, 55.321 seconds, at an average speed of 99.940 mph.

This would be a race to survive, the first turn claiming three victims with others dropping out along the way. Eleven of the 19 machines would finish the race on the lead lap.

McGrath and Zampach were clearly the class of the field and together they split with ease. For better than two laps they battled, then they came together, and Zampach was on his own. The race for the lead was over and it was a countdown to the finish.

"It's really good to be here at Daytona. It's the second round and I've got two wins, so I'm doing pretty good," Zampach said.

Shawn Conrad inherited second, well in front of Fitzpatrick, but Conrad would run off of turn one and crash onto the grass, seconds before Benjamin Welch did pretty much the same thing.

Second place was now in the hands of Adam Lewis, though he was hound-

Daytona International Speedway

Roland Sands (10) leads Marcello del Giudice (99) in the International GP race; del Guidice took the win. (Right) David Estok easily won the Buell Lightning Championship round at Daytona.

ed by three others and those four provided the best racing of the class. Lap after lap they'd hurtle into turn one, two and three wide, the specter of calamity imminent, but never realized. It was Lewis, Fitzpatrick, Kirk, and Bonfiglio right to the end. There wasn't much between them, though Lewis appeared to have a slight power edge. With four riders running in such close formation, it was apparent that it would come down to a last-lap draft-pass battle, and that's what it came down to, though with unexpected results.

Lewis led Fitzpatrick out of the chicane the final time - not the optimum place to be unless you have power to burn, and Lewis did. Despite being right up on him as they sped through NASCAR Three and Four, Fitzpatrick couldn't pull out to pass and had to settle for third.

"On the last lap I knew I didn't have the horsepower to pass the rider ahead of me (Lewis) on the banking. I just waited until the last minute in the chicane, backed off a bit to get a run on him and tried to get past at the line. I didn't have it," Fitzpatrick lamented.

"On the last lap Mike Fitzpatrick was a bit quicker than me through the infield, so I was struggling to find a line since I only had about 10 laps practice this morning," Lewis said. "But my bike was faster than his on the banking, so I knew I could make a pass in the draft."

Kirk held off Bonfiglio for fourth, those two about a second in front of sixth-placed William White.

Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1996

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE: 1. Scott Zampach; 2. Adam Lewis; 3. Michael Fitzpatrick; 4. Rick Kirk; 5. Patrick Bonfiglio; 6. William White; 7. James Hanrahan; 8. John Scheehser; 9. Thomas Murray; 10. Ty Howard; 11. Thomas Fournier; 12. David Hull; 13. David Hull; 14. Rick Shaw; 15. Jim Brannon; 16. Shawn Conrad; 17. Benjamin Welch; 18. Thomas Philippe; 19. David McGrath.
Time: 29 min., 55.321 sec.
Distance: 14 laps, 50 miles.
Average speed: 99.940 mph.
Margin of victory: 16.260 sec.
MOBIL 1 TRIUMPH SPEED TRIP CHALLENGE CHAMPIONSHIP POINT STANDINGS (After two of nine rounds): 1. Scott Zampach (70/2 wins); 2. James Hanrahan (52); 3. Michael Fitzpatrick (51); 4. Rick Kirk (50); 5. William White (48); 6. (TIE) John Scheehser/David McGrath (42); 8. Benjamin Welch (40); 9. Shawn Conrad (35); 10. Devin Battley (33); 11. (TIE) Tripp Nobles/Adam Lewis (32); 13. Patrick Bonfiglio (26); 14. Lance Holst (25); 15. Kevin Johnson (24); 16. Thomas Murray (22); 17. Ty Howard (21); 18. Thomas Fournier (20); 19. David Hull (19); 20. (TIE) Rick Shaw/Michael Gage (18).

Upcoming rounds:
Round 3 - Braselton, Georgia, March 31
Round 4 - Brainerd, Minnesota, May 19

International GP by Idemitsu and HRC
Round 2: Daytona International Speedway

Del Giudice off ice

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 3

Though Masahiro Iizuka of Japan was far and away the fastest rider in the 125cc International GP by Idemitsu and HRC at Daytona, he ignored the first rule of racing: In order to win, you have to finish.

After building up better than a 14-second lead on the third of seven laps, Iizuka crashed in turn five on the third lap, and that's when the real race began between maverick Marcello del Giudice, Roland Sands, and Bobby Keith.

Yamaha-equipped Keith was the first to drop back, the two Honda-mounted leaders leaving him on the fourth lap and swapping the lead back and forth.

"I was expecting a great dice for the lead at the end," Keith said. "The rear end stepped out once in the chicane and I lost the draft of those guys up front. They continued to work the draft with each other and inching away. There wasn't anything I could do, but I don't think those guys had anything on me on top-end speed."

Sands was out front on lap five, del Giudice in front the next lap, back and forth to the final lap when Sands went in front in turn one. The Performance Machine/HQ Racing/Elf-backed Californian stayed in front all the way through the chicane. But del Giudice, despite not racing for 18 months, hadn't forgotten his racecraft, and he used the draft and a little more to just pip Sands at the line by a scant 0.040 seconds.

"I won Daytona - Yes!" del Giudice shouted in the winner's circle. "I've been in Antarctica for 14 months (working on snowmobiles) and haven't been on a bike in 18 months. I made the decision Wednesday (February 28) to come and race after a lot of phone conversations with the folks at Moto Liberty."

"It was a good ride, and we battled right to the end," runner-up Sands said. "He (del Giudice) got by me with a little hand push there at the end. I don't know if anybody noticed that."

Team World Sports Imports Bobby Keith was a lone third, about seven seconds back, with 18 seconds in hand on fourth-placed Todd Bowman. Vicky Jackson-Bell was fifth, roughly 14 seconds back. Iiuzuka remounted and finished sixth, about half a minute later.

Del Giudice completed the seven-lap, 25-mile race in 15 minutes, 39.331 seconds, at an average speed of 95.506 mph.

Despite giving up the victory, Iizuka leads the International GP Series after two of nine rounds with 57 points, three better than Vicky Jackson-Bell.

Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1996

INTERNATIONAL GP by IDEMITSU and HRC: 1. Marcello del Giudice (Hon); 2. Roland Sands (Hon); 3. Bobby Keith (Yam); 4. Todd Bowman (Hon); 5. Vicky Jackson-Bell (Hon); 6. Masahiro Iizuka (Hon); 7. Chris Ulrich (Yam); 8. Mobi Iso (Hon); 9. Clayton Kwitowski (Hon); 10. Frank Pate (Hon); 11. Mark Brown (Hon); 12. David Jordan (Hon); 13. Lance Yeager (Hon); 14. Todd Nordby (Hon); 15. Stephen Rezmer (Hon); 16. Charles Actor (Hon); 17. Jeffrey Young (Hon).
Time: 15 min., 39.331 sec.
Distance: Seven laps, 25 miles.
Average speed: 95.506 mph.
Margin of victory: 0.040 sec.
INTERNATIONAL GRAND PRIX POINT STANDINGS (After two of nine races): 1. Masahiro Iizuka (57); 2. Vicky Jackson-Bell (54); 3. Chris Ulrich (49); 4. Roland Sands (48); 5. Frank Pate (43); 6. Nobi Iso (41); 7. (TIE) Marcello Del Giudice/Kevin Murray (35/1 win); 9. Bobby Keith (30); 10. Wesley Totsubo (30); 11. Todd Bowman (28); 12. Joji Tokumoto (26); 13. Rolando Quintero (24); 14. Carlos Neves (23); 15. Clayton Kwitowski (22); 16. Mark Brown (20); 17. David Jordan (19); 18. Lance Yeager (18); 19. Todd Nordby (17); 20. Stephen Rezmer (16).

Upcoming rounds:
Round 3 - Braselton, Georgia, March 31
Round 4 - Brainerd, Minnesota, May 19

Buell Lightning Championship:
Round 1: Daytona International Speedway

Estok is faBuellous

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 3

On the penultimate lap of the inaugural Buell Lighning Series race, foot-long sparks were shooting out of the stubby exhaust pipe of leader David Estok's Buell 1200 S-1. Considering that a couple of his challengers had dropped out with mechanical problems, and that it seemed like an inordinate number were smoking like burning garbage dumps, it appeared to be a bad omen. But the sparks went away, Bartel's Harley-Davidson's Estok kept the gas on, and he sped to the winner's circle by a daunting margin, 19.89 seconds after seven laps (25 miles) of racing on the high banks of Daytona.

"It was a great race," Daytona's own Estok said in Victory Lane. "We had a lot of fun out there. I hated to see (Randy) Texter (who'd led much of the race and was challenging Estok on the sixth lap) have trouble. I guess his bike blew up." In fact it was a broken throttle cable, but the effect was the same. "After I saw that he was gone I knew I had a big gap, so I just took it easy from there."

When Texter rolled off the track and onto an access road just past turn two on the sixth lap, Estok was about 18 seconds in front of Derek Leslie, the North Carolinian having his hands full with American H-D's Roy Nicholson. Like much of the field, Leslie was on a bike that was smoking heavily, though it held together long enough to net him a second place, with Nicholson third.

About 14 seconds later came Illinois H-D's Michael Friberg, not long before Hal's Harley-Davidson's Todd Evans. Estok completed the seven-lap, 25-mile race in 15 minutes, 13.267 seconds, at an average speed of 98.232 mph.

Lancaster H-D's Randy Texter was first into turn one and he led onto the back straight, his Buell S-1 showing long legs that allowed him to keep the point for the first four laps. At its height, the lead was just over two seconds before Estok reeled him in. Trying to catch up to him, Don Tilley's H-D's Tripp Nobles dropped out in turn five on the second lap while in third, his bike smoking so heavily on the first two laps that a corner marshal had to check the track after each lap to see if it was dropping oil.

The Buell of Bill Willems became another heavy smoker on the third lap, and it would die on the final lap while running sixth.

On the fourth lap, Estok took the lead for the first time, using an inside move in the West End Horseshoe to briefly take the point. Texter outmotored him on the back straight, Estok dropping down low in NASCAR Turn Three to retake the lead until Texter used the slingshot and heavy brakes to lead in one. Estok came back in the International Horseshoe, Texter leaving an opening on the inside, Estok taking the bait. But, again on the back straight, Texter used a horsepower advantage to go by.

Out of the chicane on the next lap it was Estok in the lead, Texter following until turn two, where he pulled off and ended his day. From there it was a time-killing exercise, with Estok running alone to the checkered flag.

Leslie and Nicholson made a race of their own early on, and it would eventually be for second place as attrition took its toll. On the second lap they were fourth and fifth, they swapped spots on the fourth lap, then moved up to second and third when both David McGrath and Texter dropped out on the sixth lap. Well back, there was a two-man fight that went in favor of Leslie at the end.

A similar scrap developed for fourth and fifth, with Michael Friberg catching Todd Evans on the fourth lap and following him for one more before passing him on the sixth for fourth place. Scott Moon was about four seconds back, then came New Castle Harley-Davidson's Brian Bodine, Delano Sport Center's Roger Hendricks, and Todd Eagan.

Of the 17 riders, 12 were running at the end. CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 3, 1996

BUELL LIGHTNING SERIES: 1. Dave Estok; 2. Derek Leslie; 3. Roy Nicholson; 4. Michael Friberg; 5. Todd Evans; 6. Scott Moon; 7. Brian Bodine; 8. Roger Hendricks; 9. Todd Eagan; 10. Jess Roeder; 11. Devin Battley; 12. Thomas Drago; 13. Bill Willems; 14. Randy Texter; 15. David McGrath; 16. Tripp Nobles; 17. Darvin Lloyd.
Time: 15 min., 13.267 sec.
Distance: Seven laps, 25 miles.
Average speed: 98.232 mph.
Margin of victory: 19.890 sec.

Upcoming rounds:
Round 2 -Braselton, Georgia, March 31
Round 3 -Brainerd, Minnesota, May 19

(advertisement)

25th Annual

World Mini Grand Prix Returns to Las Vegas

by Daisy Clark

LAS VEGAS, NV, APRIL 12-14

The 25th Annual World Mini Grand Prix will be presented in Las Vegas, Nevada on April 12th through April 14th, 1996.

The track is located on the north end of Las Vegas and offers convenient access to all the great entertainment centers and casinos the city has to offer.

There are 32 different age and ability classifications presented for PeeWees up through 125cc and 250cc Pro classes.

GIANT PRO PURSE

In addition to the great cash contingencies that the factories are offering, NMA awards a $3,000.00 purse to the pros covering all four classes available. The pro class at the WMGP has always been the "showcase" for the up and coming pros beginning with Jeff Ward and up through McGrath, Windham, Huffman and other prominent riders on the national scene.

FACTORY CONTINGENCIES

Over $50,000 is being offered by the four major motorcycle factories for the various classes and this year KTM is again joining the award program with US Savings Bond awards for the Pee Wee Stock classes. KTM will award a total of $3,700 in bonds to the littlest racers as educational awards for those finishing in the top five of each class riding the new KTM 50SX or KTM 50SXR. In addition, the top aftermarket companies are involved with the World Mini Grand Prix, awarding products and supporting NMA's racing activities.

CLASSES FOR ALL

In addition to all the motorcycle classes both stock and modified for all levels of ability, the prime classes are the 60cc and 80cc classes offered based on age groups.

Gates will open at noon on Thursday, April 11, allowing the sea of motorhomes, vans, trucks and displays into the park. Post entries will be taken between 1:00 PM and 5:00 PM Thursday for those who have not mailed in their entries and again on Friday morning between 6:30 and 8:00 AM.

On Friday morning at 8:30 AM, practice will begin for all classes and run through their conclusion. After practice, the first half of the events in the first moto will be run. Racing will continue on Saturday beginning at 7:00 AM with the completion of the first motos; after a short break in the racing, the second motos will begin. The Saturday activities will conclude in time to allow everyone to enjoy all the exciting nighttime Las Vegas activities.

Sunday, the completion of all second motos, along with championship run offs will be followed by the awards presentation for all participants.

With all the outstanding contingencies, prizes and awards, this year's World Mini Grand Prix promises to be the premier event of 1996.

FOR MORE INFORMATION CALL (909) 657-6782.

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25th Annual

NMA National Motosport Association SANCTIONED

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LAS VEGAS NEVADA

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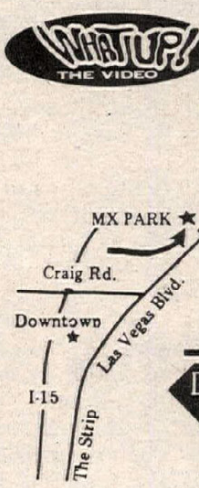

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50 P.Wee Mod. 7-8	80 Stk. 12-13	125 Stk. Nov.	250 Mod. Inter.
50 Super PW Mod. 6-9	80 Mod. 12-13	125 Mod. Nov.	250 Stk. Pro
60 Jr. Cycle Stk. 6-8	80 Stk. 14-16	125 Stk. Inter.	250 Mod. Pro
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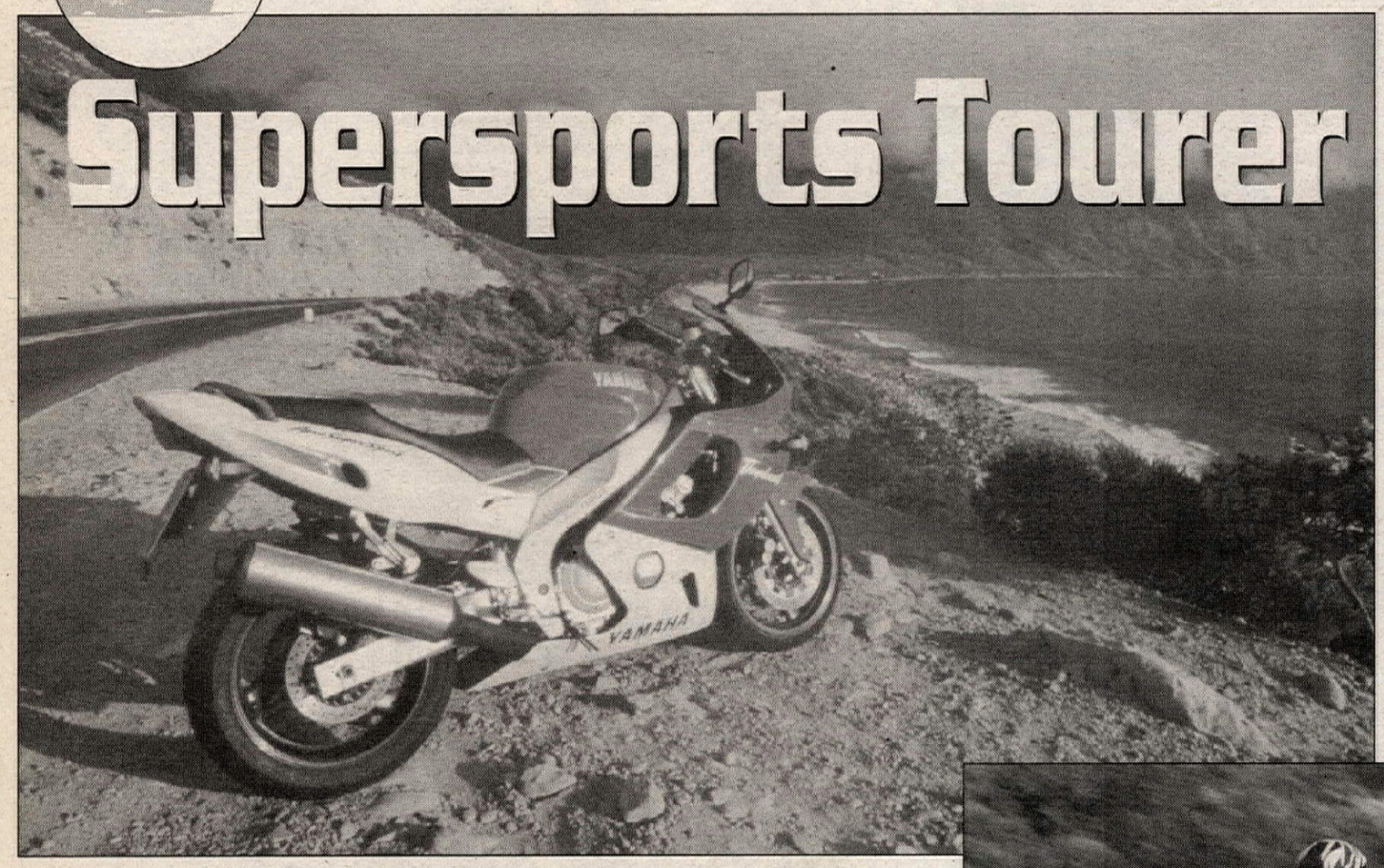


By Robert Fawcett
Photos by Gold & Goose

Yamaha invented the one-liter Supersports bike with the FZR1000 back in 1987, and since then they've seen their supremacy in the category gradually eroded, above all by the best-selling Honda CBR900RR.

It has been a bit of a mystery why it has taken Yamaha so long to respond to the CBR900RR's commercial success, but when the new YZF1000R Thunderace was launched at the Paris Show last autumn, it seemed the battle of the giants had been joined, that Yamaha was finally countering the CBR's supremacy in the hypersports arena.

Think again. While you might be forgiven for assuming that any bike bearing as aggressive a moniker as Thunderace, especially one as rakishly styled as the shark-nosed YZF1000, couldn't help but be a single-minded contender for speed king supremacy in the Supersports circus, reality is something else altogether. As two days spent riding the Ace in every kind of road condition at the South African launch, plus a half-day session at Cape Town's bumpy but testing Killarney circuit proved, this is a very different motorcycle from the Honda, one that for all its race-track heritage, aims at a more balanced, well-rounded, less highly-strung package. Really, the Thunderace is targeted at the same kind of multipurpose market as the Kawasaki ZX-9R; only, Yamaha has still gone all out to build a blade-running rival to the Honda competition, claiming a class-leading power-to-weight ratio aimed at heading the field in real-world riding conditions.

To do this, Yamaha took the old FZR's 75.5 x 56 mm 20-valve slant-block four-cylinder motor and completely re-engineered it internally to improve pick-up and especially midrange power, though strangely enough, they've opted *not* to fit a ram-air system with pressurized airbox like on the new YZF600. Within a couple of miles, you realize why: Yamaha's priority was obviously not to go for the big horsepower numbers at high revs that an airbox delivers, but to focus on improving ridability and especially midrange roll-on. Although a fully engineered dual-airbox system like the YZF600 T-Cat's could also benefit midrange substantially, on the Ace there was no need to adopt this because Yamaha achieved its goal by other means.

(Above) Set against the backdrop of the South African coastline, Yamaha's YZF1000 Thunderace represents Yamaha's newest entry in the open sportbike classs. Will it reach American shores soon?
(Right) Cruise missile: What little carving capability the Thunderace may give up to its rivals is more than made up for in comfort and stability, striking a better balance between repli-racer and sport tourer. And the FZR gives away nothing in the horsepower department.

Skeptical? Twist the wrist and become a believer. At anywhere above 2000 rpm you can ride the Thunderace's mega-torque curve up to the 11,500 rpm red-line. Or rev it out. The Ace is a musclebike in race replica clothing, and you can ride it either way, depending on time, place and the mood you're in. You can hold top gear and use the reserves of torque to scoop you effortlessly from one turn to another, or stir the new close-ratio five-speed gearbox with its well-chosen ratios an average 800 rpm apart and twist the big engine hard to max out performance.

The gearshift is a bit harsh, though, and neutral is often hard to find, though maybe that would loosen up more on a bike with more than 1250 miles on the odometer, which is what the clock showed when I took it over. That would be less of an excuse for the clutch action, though: it only works at the very end of the lever's travel, so you mistakenly think you're in neutral when you ain't. Needs work.

When you dial up some revs on the meaty motor, you'll find a big kick in the power curve just on 8000 rpm when things start to happen even faster, though upwards of 10,000 revs when peak claimed power of 145 bhp is delivered, the engine starts to vibrate a little through the footrests (though not through the handlebars, thanks to the big balance weights bolted to their ends), and you get the feeling it doesn't want to rev out quite as eagerly as, say, Kawasaki's ZZ-R1100. But that's okay, because not only are you by then travelling at an indicated 156 mph in top gear on a slight incline running along the Indian Ocean (claimed maximum speed is 173 mph), but the Yamaha's definitely superior in the all-important 50- to 100-mph real-world region, and the reason is the crisp throttle response and midrange punch that the combination of trick electronics and reduced mechanical inertia have delivered. Lighter, stronger forged pistons (rather than the cast ones used in the FZR) are rifted to a new lightweight crank, together reducing reciprocating weight by almost three pounds and giving improved pickup from low rpm. A coordinated electronic package compliments this, with the 38mm Mikuni BDSR carbs rifted with a TPS throttle position sensor linked to the tach. This tells the digital ignition when to kick in some more advance according to engine speeds and throttle openings, as well as the gear selected (monitored by the GPS sensor rifted to the new five-speed gearbox), while the ignition in turn controls the opening and closing of the well-proven EXUP exhaust valve retained on the Ace.

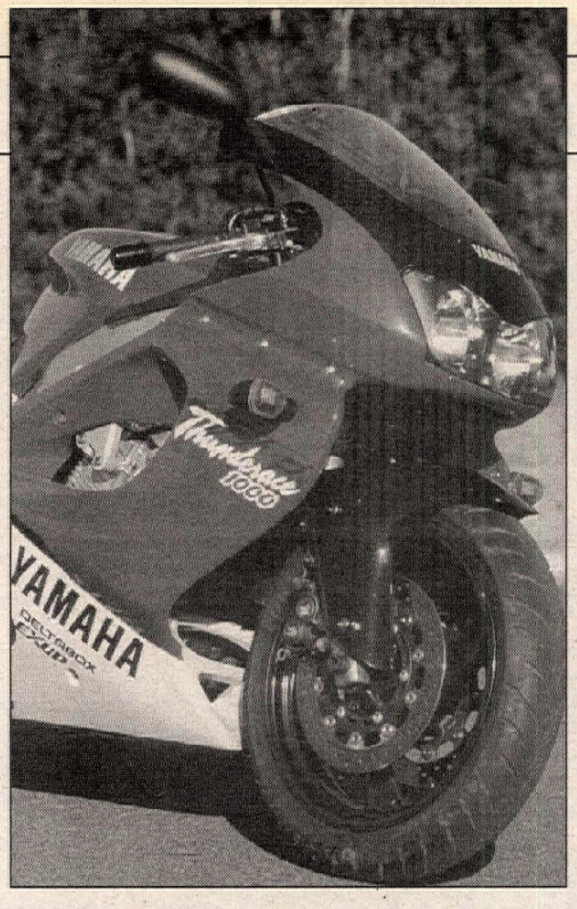
All this delivers the sharper engine response you can't help but notice on the Thunderace, as well as substantially boosting midrange torque by as much as 15 percent in the crucial 4000- to 7500-rpm region, say Yamaha engineers. But in spite of the extra punch, the engine runs a lot cooler than before, thanks to the 22-percent-bigger surface of the curved radiator with dual fans, which kept the Ace cool, running at just 60 degrees on a 90-degree summer day. Part of the reason for that is the extra ventilation for hot air extraction offered by the slots in the side of the trick-looking bodywork, which not only gives good rider protection at high speeds (though the screen is too low - the curved one on the YZF600 is much better) but is also wind-tunnel-developed to deliver optimum aerodynamics, with a CdA of 0.290 compared to the FZR's 0.304.

The meaty motor is slotted into an all-new alloy Deltabox chassis with the dimensions of Yamaha's 750 - the same 24-degree head angle (26.4 degrees on the old FZR1000) and 97mm trail (108 mm), with only the wheelbase 10mm longer at 1430mm (1470mm). The comparison with the old EXUP frame underlines how much more responsive and quick-steering the Ace is on paper than the one-liter model it replaces, but out on the road it strangely isn't nearly as "nervous" as you might expect from those figures. Even with a further-forward seating position thanks to the shorter, fatter 5.2-gallon fuel tank (which however does force you to ride with your knees splayed out, though the overall riding position was pretty comfortable for two 300-mile sessions) that helps you load up the front end with your body weight (aided by the 31.1-inch seat height, roughly half an inch higher than the EXUP, though still some three-quarters of an inch lower than the new FZR600), the Thunderace does require quite a lot of muscle to make it change direction quickly from one side to another - even at relatively low speeds on a bumpy, winding coast road. I wasn't the only one who wondered how a bike weighing just 15 pounds more than the TRX850 twin that the Yamaha mechanics used to accompany us out into the hills could seem quite heavier-steering than the parallel twin. A CBR it's not - but the payoff comes when you attack the sweeping turns out in the Cape Province wine country, big corners taken at 125-135 mph or even more. The Thunderace is super-stable at these speeds, and if there's a big bump in the middle of the bend, the bike will shrug it off as if it didn't exist, whereas the more taut-handling Honda wouldn't be nearly so self-assured. Almost certainly the reason for this is the lower coefficient of gravity that the Yamaha's slant-block engine helps deliver, adding to the planted feeling the bike has in fast, bumpy corners - but also explain-

ing the relatively slow steering when changing direction. It's a trade-off.

Yamaha has made every effort to save as much weight as possible on the chassis of the new bike, which weighs in at 28.16 pounds compared to almost 40 on the FZR, and is also 5-percent stiffer, Yamaha claims. The new swingarm is a massive 52-percent stronger torsionally and 25-percent stiffer laterally than before, at a slight 1.75-pound penalty in weight, but the result is the incredible feeling of strength and robustness that the Ace delivers, in spite of the much reduced 435.6-pound dry weight, 35 pounds less than the old EXUP.

Powering out of a third-gear bend at 7000 rpm, with the mega-motor's massive torque pushing you effortlessly to your next appointment with a turn as the rear 180/55 Metzeler radial digs deep into the tarmac is a heady experience - provided the road surface is good and smooth, or there's just a single bump in the road, which the Ace's fully adjustable suspension package (com-

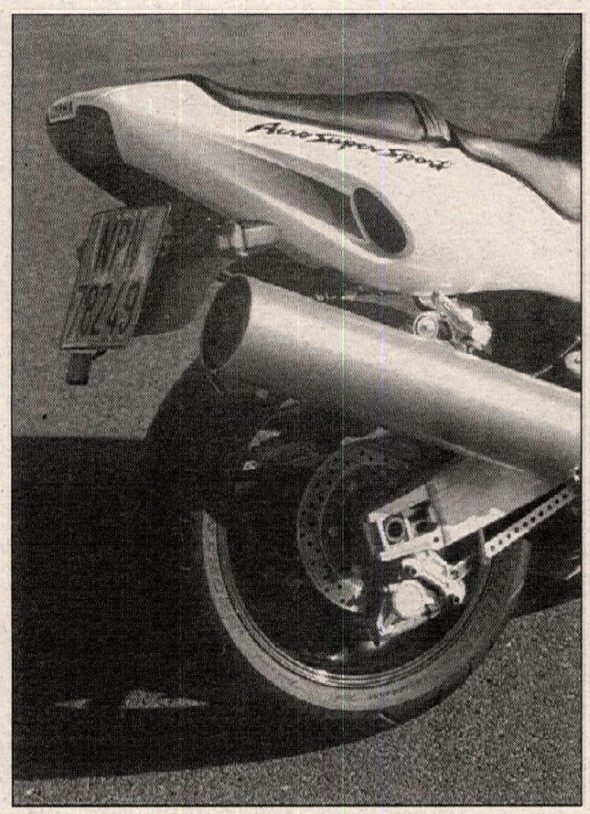


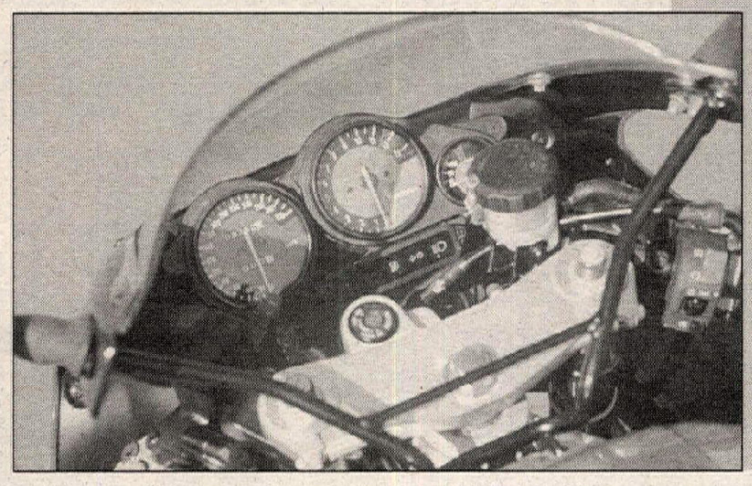
(Left) New bodywork surrounds the slanted, 1000cc in-line four. A conventional front fork provides four inches of travel. Front brakes are the same 298mm units as those found on the new Yamaha YZF600 Thundercat. (Below) Bare-bones instrumentation is a concession to the sporting nature of the beast. Large tach and speedometer are easy to read at a glance.

Yamaha YZF1000R Thunderace

Specifications

ENGINE	
Type	Liquid-cooled 4-Stroke, DOHC
Cylinder arrangement	Forward-inclined parallel four-cylinder
Displacement	1002cc
Bore x stroke	75.5 x 56.0 mm
Compression ratio	11.5:1
Maximum horsepower	145 hp @ 10,000 rpm
Maximum torque	79.87 lb.-ft.
Starting system	Electric
Lubrication	Wet sump
Carburetion	Mikuni BDSR38/4
Primary reduction ratio	68/41 (1.659)
Secondary reduction ratio	46/17 (2.706)
Clutch type	Wet, multiple-disc
Transmission type	Constant mesh five-speed
Gear ratio 1st	36/14 (2.571)
Gear ratio 2nd	32/18 (1.778)
Gear ratio 3rd	29/21 (1.381)
Gear ratio 4th	27/23 (1.174)
Gear ratio 5th	28/27 (1.037)
Ignition system	TCI (Digital)
Final transmission	Chain
CHASSIS	
Overall length	82.08 in.
Overall width	29.13 in.
Overall height	46.25 in.
Seat height	31.1 in.
Wheelbase	56.3 in.
Minimum ground clearance	5.51 in.
Dry weight	435.6 lbs.
Frame type	Aluminium Deltabox
Head angle	24.0 degrees
Trail	97 mm
Fuel tank capacity	5.2 gal.
Front suspension	Telescopic fork
Front shock absorber	Coil spring/oil damper
Rear suspension	Swinging arm (link suspension)
Rear shock absorber	Coil-gas spring/oil damper
Front wheel	MT3.50 x 17 Aluminium
Front wheel travel	4.72 in.
Rear wheel	MT5.50 x 17 Aluminium
Rear wheel travel	4.72 in.
Front brake	Dual disc, 298 mm diam.
Rear brake	Single disc, 245 mm diam.
Front tire size	120/70 ZR17
Rear tire size	180/55 R17





(Left) The large exhaust canister flows nicely with the swoopy tail section. The redesigned rear swingarm is claimed to be much stronger torsionally than that found on the old FZR. Rear brake is a 245mm unit.

pression rebound and preload can all be quickly altered at either end) can shrug off. The problem comes when you hit a series of bumps on standard settings, either on the winding coast road which first alerted me to the problem, or next day on the Killarney race track's bumpy turns, which compounded it. On the highway, the rear wheel hops and chatters even on part-throttle, the otherwise acceptable ride quality is severely compromised, and you spend a lot of time standing on the footpegs to avoid being tossed up in the air over the forthcoming series of bumps.

In a pure Supersports bike aimed primarily at track action this might be understandable, but by Yamaha's own admission, the Thunderace aims at something more than this: it's a super-sport-tourer, so it needs to be able to cope with the rough stuff as well. A two-hour suspension sorting session at Killarney with Yamaha test rider Dave Bean supplied the answer: On standard settings, there's way too much rebound damping on the rear shock. One bump, it can cope with - but show it two or more in swift succession, and the fact that the shock is still held down on compression means that suspension reponse is greatly compromised, leading to a fit of the yumps and rear-wheel chatter. Holding down the back end on the rebound damping also affects ride height and weight distribution, leading to the bars flapping in your hands if you get hard on the gas while riding the ripples, because the front end's gotten all light since the rear end's still compressed.

Okay, so that may only happen when you go for it on the race track, not necessarily the super sports-touree's natural habitat - though with some care in softing up the suspension, the Thunderace's stability and huge reserves of torque could allow it to spring a surprise on the FireBlades in the Isle of Man's Production TT this year, as well as in World Superbike's new Open Superstock class. But street squirrels will want to explore the handling limits, too, and unless they take a lot of time to seek a radically different rear-suspension setting from stock, they won't like the way the Thunderace handles on a bumpy road; six turns off rebound, two turns off preload at the rear (the opposite of what I normally have to do with my weight) and two turns more compression started to make the bike handle better - but then the soft settings on the big 48mm conventional (not upside-down) forks started to become a problem, because now that the rear suspension was beginning to work properly, it started to pogo the front end. Two turns more preload and no less than four clicks more rebound damping started to make things better, before we ran out of time. But I do think Yamaha needs to take a closer look at the way the FZR1000's suspension is set up, given that market research has shown that the vast majority of customers never adjust the suspension settings, but relax in the warm glow of knowing they *could* if they wanted to.

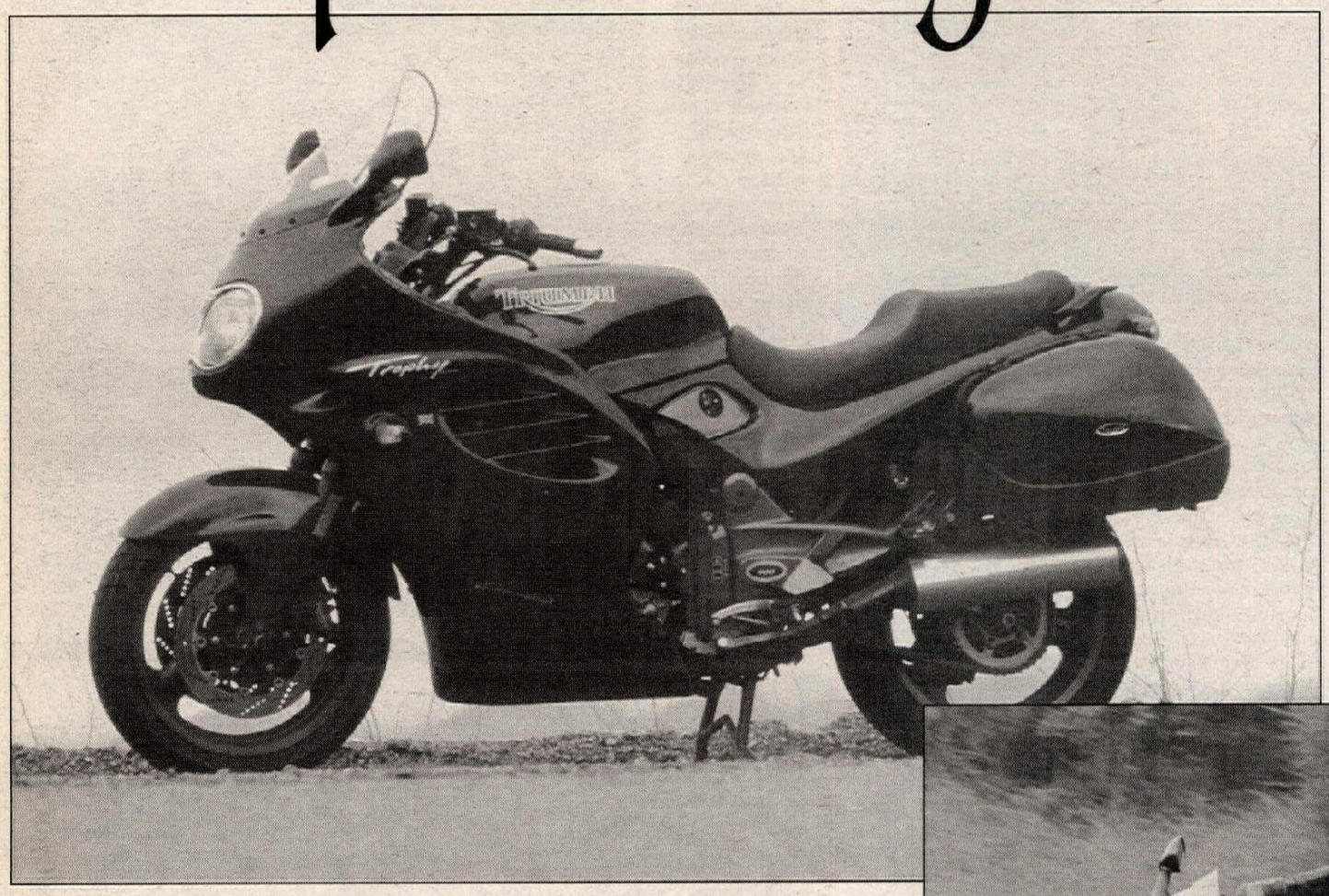
Yamaha has rifted the exact same brake package to the Thunderace as it has to the lighter Thundercat - but since these are the fantastic one-piece Sumitomo four-pot calipers, that's a real benefit. There's the same total stopping power from high speeds, only you do have to squeeze quite a bit harder to get the job done, mainly because Yamaha has kept the same 298mm discs as on the smaller bike in order to reduce the gyroscopic effect on the handling that bigger, heavier brakes would dictate. But although there's the same excellent reponse at low lever pressures, such as when you go too deep into a turn and just want to knock off a little excess speed, a bigger master cylinder than the 14mm one fitted to the Ace might be preferable so as to get more bite from high speeds on the heavier, faster bike. Still, these brakes are fantastic: Watch them become a favored component of the special parts bin in coming years!

With an excellent level of finish, aided by the plastic cladding that tidies up the look of the inside of the fairing, and a choice of red/white or black/grey paint schemes, the Thunderace looks sharp and swoopy - a true original, styling-wise. Its a pity there are no passenger grab-handles on the rear bodywork, like on the Cat, and even more of a shame that the EXUP's fuel reserve switch hasn't been retained - presumably for the same reasons of cost that apparently prevented a ride height adjuster being incorporated in the rear shock linkage. But Yamaha is eager to hold the price of the Thunderace down to below the competition, making this a lot of motorcycle for the money: a megabike bargain that looks different and goes great. Its a very different kind of bike from the CBR900RR - more comfortable, more practical and ultimately more, well, more ridable than the Honda, even though it hasn't got the same top-end zap or razor-edge handling.

Instead, the Yamaha is the bike you'd choose to ride very fast from one side of Europe to the other on - say, from London to Paul Ricard in one swift swoop via the French autoroutes, perhaps with a passenger, then to spend time exploring its handling abilities along Provencal mountain passes and corniche coast roads, before a high-speed run home. The Thunderace is a high-speed milester with the soul of a racer - a fact underlined by the effortless torque and 125 mph-plus cruising canter of the big bore motor, coupled with the compact dimensions of the alloy Deltabox chassis, based on the race-bred geometry of the YZF750. Like with the Ace's smaller YZF600 T-Cat sister, Yamaha has aimed at offering the best of both worlds, and come commendably close to delivering just that with a bike that you can't help feeling is mainly aimed at the high-speed supertourer Euro-market. If you want a Yamaha-engined Hypersports answer to the FireBlade right away, you'll need to spend upwards of 50 percent more money and buy the new YZF1000-powered Bimota YB11. Either that, or wait for Yamaha to produce a true cutting-edge one-liter sports bike.

Is that why they're not selling the Thunderace in the United States in '96?

Proper English



By Mark Hoyer
Photos by Kit Palmer and Hoyer

Last year we tested the 1995 Trophy 4 and found it to be a big, smooth-handling, torquey, in-line four-cylinder sport-touring bike. The seat was comfortable, the brakes good. It was a competent motorcycle. But it wasn't dramatically unlike riding a similar machine from Japan. Since the Japanese generally build excellent motorcycles, this was a very pleasant surprise. But Triumph wants to be *different*.

The triple is the answer. And the Trophy's curvaceous new styling is the exclamation point. Ducati and Harley-Davidson have their twins - and their strong sales figures - Triumph has its triple. And the British company's sales figures for the first year back in the U.S. aren't too shabby. Of course, they don't come anywhere near the Harley sales juggernaut, but the 1600 units Triumph moved in the American market last year are an encouraging start.

But it's the new styling that really gets you the first time you see it. And it does this to almost everyone; people interested in the sport, and those who have no idea what a Triumph Trophy is and have never been on a motorcycle themselves are equally susceptible. This motorcycle looks different. Flowing, graceful contours reminiscent of Britain's best are the basis for the Trophy's new look. The headlight treatment in particular has automotive cues that suggest classics like the E-Type Jaguar, or the Aston Martin DB5. These ovoid contours extend to even the shifter and right down to the turn-signal switch. The gauges, too, with their round, chrome bezels and classically styled faces, will please your eyes. Then you fire up the 885cc triple, and your ears feast too.

When people talk about power, one word always pops up: more. Generally, we're the same way. But the difference in power between the 900 and 1200 isn't so vast that you feel a great deficiency at its loss. True, the low-end torque offered by the 1200 will amaze you every time you twist the throttle, but the 900 certainly doesn't disappoint. Besides, since when do most folks buy touring bikes, even sport-touring bikes, based on eyeball-squashing acceleration?

Okay, so maybe some of you do, but the Trophy 900 makes ample power. The torque "curve" is really flat. This was borne out after a few runs on Rick Peterson Motorsports' Dynojet dyno in Covina, California. What little peaks there are come in two places: the first at roughly 4500 rpm (54 ft.-lbs. at the rear wheel on a cold, rainy day) - satisfyingly, the engine speed that equates to just under 70 mph in top gear, or prime cruising velocity; the next peak comes at just over 8000 then tapers off slightly as the motor spins to redline. Ideal torque characteristics for this type of bike.

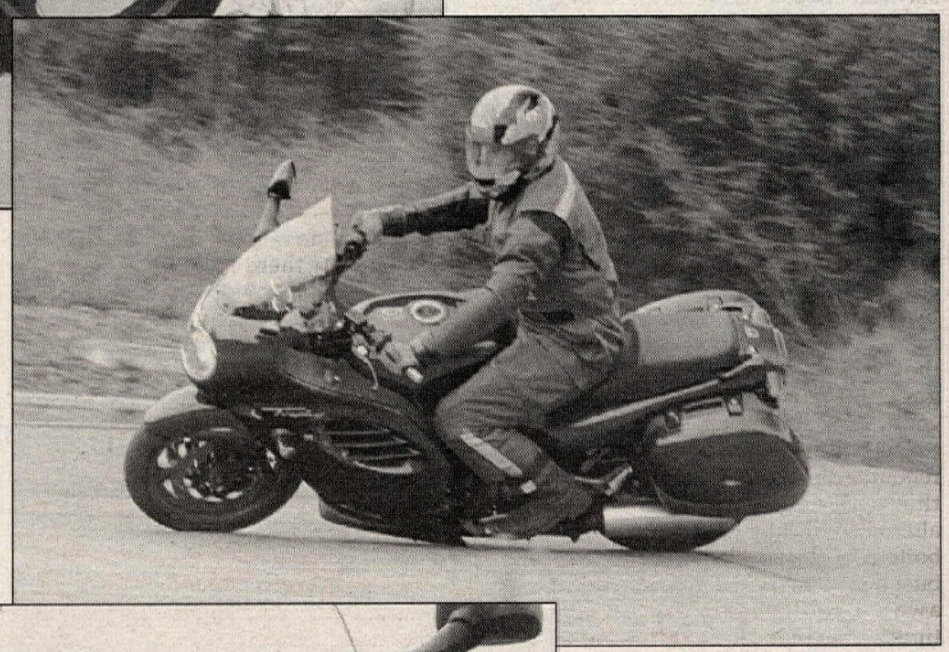
The power the triple loses in comparison with its big brother is more than made up for in terms of character and quality of experience. For while the exhaust note is somewhat industrial at low revs, when things pick up, the rorty three-cylinder snarl will have you singing "God Save The Queen" (Sex Pistols or traditional - suit your taste) quicker than you can say, well, "God save the queen." At cruising speeds, the motor emanates a pleasant thrum that you won't find with any other sport-tourer on the market.

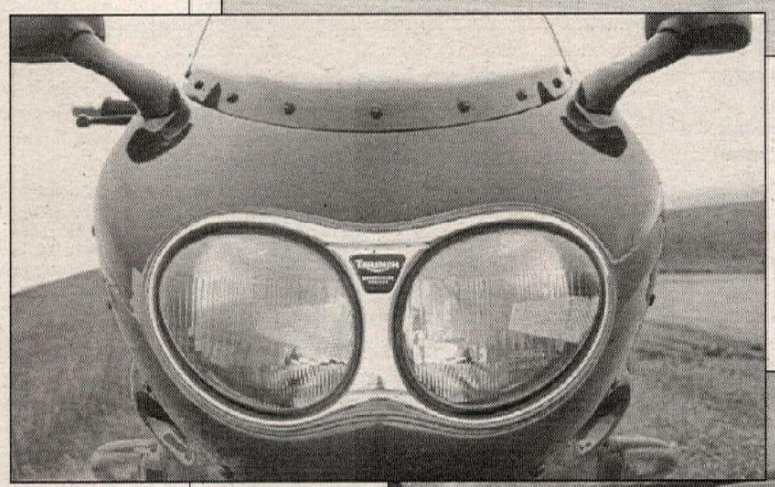
If you aren't familiar with the details regarding Triumph's powerplants by now, becoming an expert is a fairly simple task. All models but the Trident 750 (which we don't get in the States) have either an in-line three- or four-cylinder powerplant with 76 x 65mm cylinder dimensions. The corresponding number of 36mm Mikuni flat-slide carburetors deliver the fuel/air mixture. Of the triples available, the Trophy gets the middle-tuned 10.6:1-compression version rather than the 12:1 Super III or 10:1 Thunderbird versions.

And if you still have misgivings about buying a Triumph based on reliability, you must have missed "The measure of success" (Issue 50, January 3, 1996), where a Trident 900 was flogged for 62,000 miles, then had its engine and transmission disassembled to survey the damage. The micrometer revealed minimal wear on the 885cc powerplant. The Trophy uses this same mill; don't worry too much.

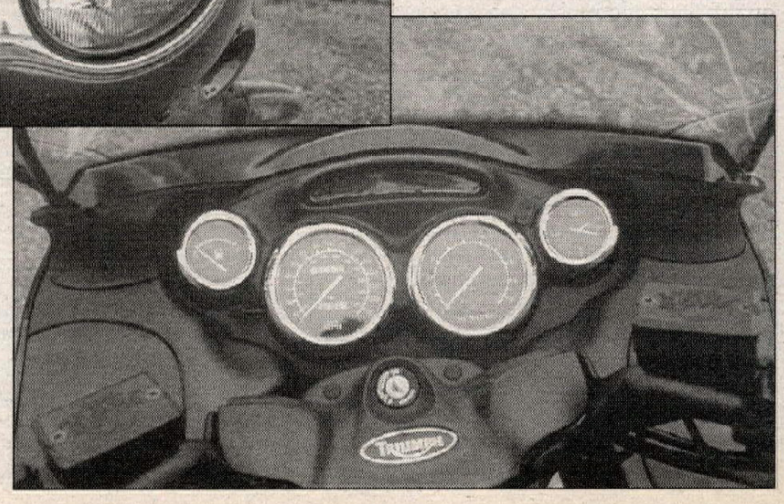
For the touring part of the road test, we loaded the standard 32-liter color-

(Left) The Trophy got a complete makeover for '96.





(Above) Despite the Trophy's heft the steering effort is low and the handling good.
(Left) At the center of the Trophy's new look are the dual, chrome-accented headlights.



(Right) The gauges are easy to read and handsome. The indicator lights across the top of the dash are almost impossible to read in sunlight.

matched bags with as much stuff as they would carry, threw a passenger on the back of the bike and headed north out of Los Angeles for a meandering ride through the Santa Ynez Valley's wine-growing region and on past San Luis Obispo.

Fully loaded, the triple labors a bit at low revs, and definitely doesn't snap off the line. Once under way, though, things are good, even two-up.

What suffers the most under heavy-load conditions is braking. Though evidently unchanged from last year, the front brakes don't work as well as they did on the Trophy 4. Riding solo, the binders were adequate on the 900, but with a passenger and luggage both lever travel and squeezing effort became excessive. Indeed, wearing thick winter gloves, I trapped my fingers against the grip more than once under heavy braking, even with the lever adjusted to the widest of its four positions.

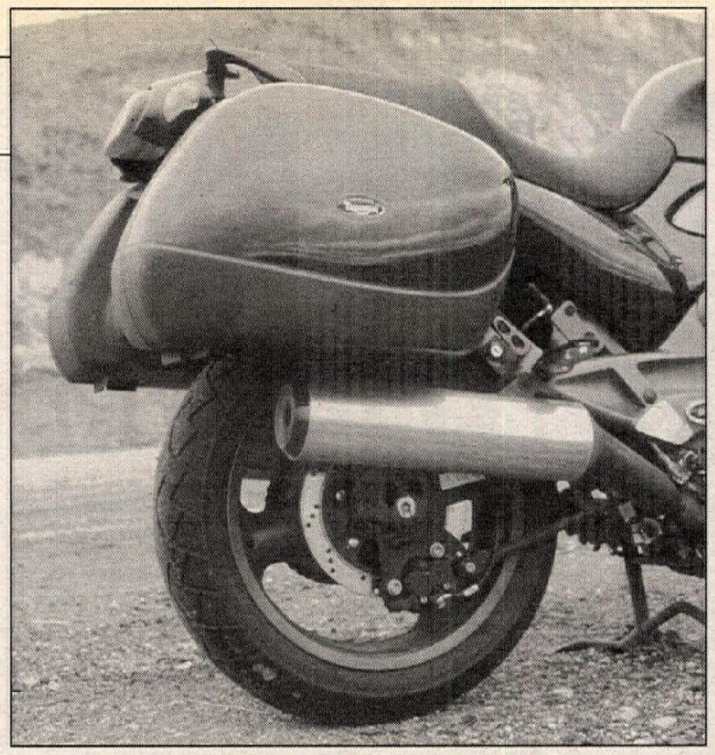
Upon returning the Trophy after our test, I spoke with Ron Schmit, the man responsible for prepping the machines for testing. He said an overabundance of travel was a common problem and proceeded to squeeze the lever down to the grip several times. Lever travel was back to normal. "Do that every 1000 miles and it's fine." Okay, but they still work too hard two-up.

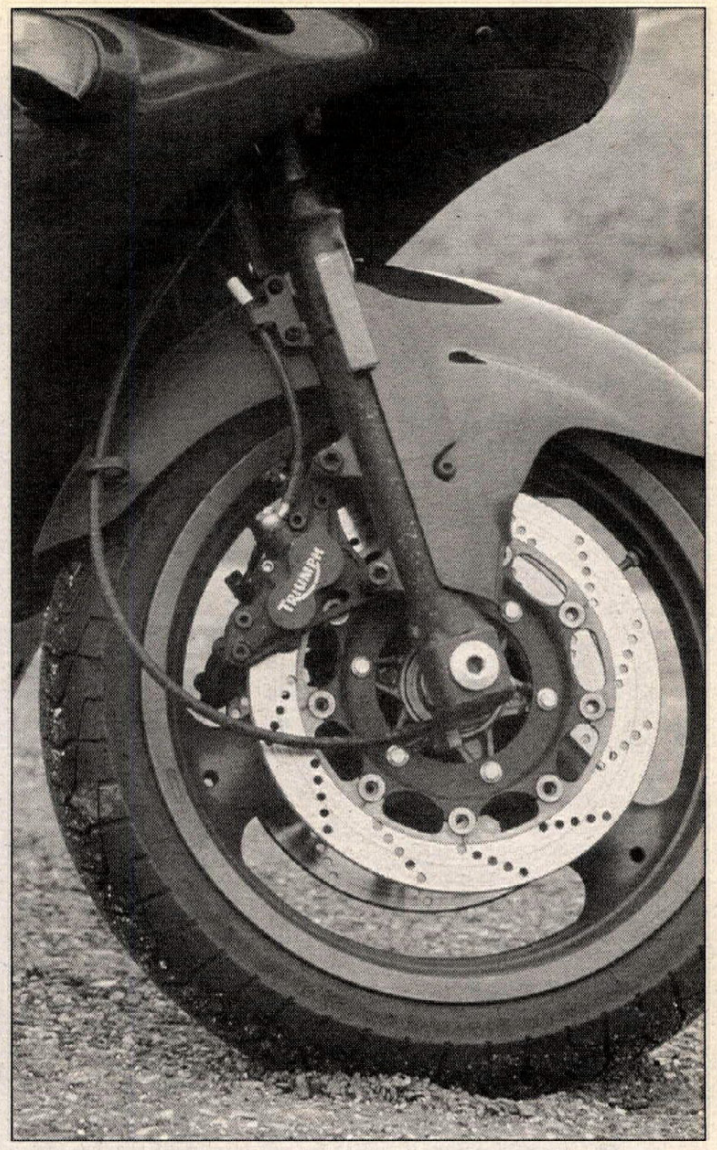
The lever on the left, in contrast, offered a light pull and operates an excellent clutch. Couple that with a smooth-shifting gearbox that features six well-spaced ratios and, despite the broad torque curve, you'll find yourself shifting frequently. Perfect rev-matched downshifts come with ease.

So as you come to the entrance of a corner, bang a couple of quick downshifts, and rather than flicking into the corner, you sort of *fliiiiiiiccck* into it. Though certainly not sluggish, handling from the fully loaded Trophy is, shall we say, stable. We must admit that vehicle dynamics were somewhat hampered by the fact that we hadn't adjusted the rear-spring preload to compensate for the extra weight of passenger and luggage. But that was only because we couldn't. While last year's Trophy featured both remote spring-preload and rebound-damping adjustment, this year that's all changed. Rebound is now altered by means of an adjuster on the bottom of the shock. And preload? Just bust out your special wrench and adjust away - you'll be on the road in no time.... Needless to say, this is not the ideal setup on what is billed as a sport-touring machine. BMW has it right on the R1100RT - a big knob that you can adjust by hand. Easy and simple, as it should be.

Having neither the time nor the tools to handle this operation in the garage, we set out on our journey without the benefit of the upper two-thirds of suspension travel. Stability wasn't affected too badly in smooth corners, but ride quality suffered most everywhere.

For someone riding solo, the shock is improved over last year, yielding better control under almost all conditions. High-speed sweeping turns are the Trophy's forte, and there the chassis is unflappable. Low-speed maneuverability also good. Conservative 27-degree head angle and 105mm trail form the basis for the steady handling, and though the steel-backbone chassis isn't the latest design, it works well. The Trophy stays where you put it, and once you find your line the bars don't need any fiddling to keep it there. Aside from somewhat excessive dive, the 43mm non-adjustable fork performed well, offering a supple and controlled ride.





Short of a Gold Wing, this has to be one of the most comfortable motorcycles we've thrown a leg over. With the modified ergonomics that put the handlebars higher and closer to the rider, as well as moving the footpegs, seating position is now well-nigh perfect. And the resculptured seat never unduly asserted itself over our consciousness, even after a 500-mile day. This is good because doing a day like that is easy, with the big 6.6-gallon tank letting you push 250 miles before it's time to fuel again. Ignore the low-fuel light. It comes on prematurely, but always right when the gas gauge reads at the beginning of the red zone. We just rode until we hit reserve and started hunting for fuel after that. Average fuel usage was 38.3 miles per gallon.

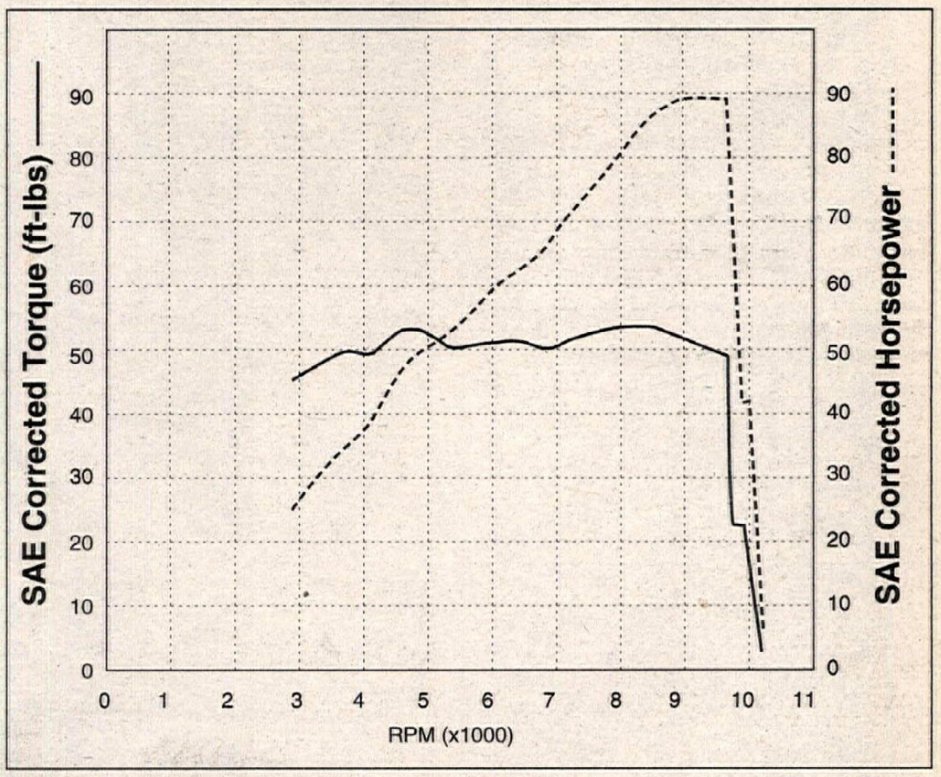
The only complaint with regard to accommodations has to do with airflow from the windshield; the screen is at just the right height to make riding at 70 mph about like being stuck between channels on an old TV - noisy. Shorter riders had no complaints. Among other accessories, there is an optional taller screen available which offers the possibility of a fix, though it wasn't available at test time. Another accessory we could have used was the rear mudguard extension. With so many of the Trophy's miles logged in foul weather, our poor passenger picked up enough dirt on her back to plant corn. The balance of the planned ancillary offerings are pannier bags (soft bags that go inside the hard ones), an alarm, a top rack, fork protectors and a top-plate conversion kit to mount a rear hard bag that integrates a passenger backrest. All of these should be available by the middle of March.

Other gripes include warning lights that are much too dim to be seen in the sunlight, and while the two lockable fairing compartments are good to have, their lack of hinges and the fact that you must use the key every time to open them makes them less convenient to use. Wearing heavy gloves, the lids are also easy to drop. On a positive note, things stored inside stay dry. The saddlebags were also watertight.

Despite stiff competition in this niche of the market from both BMW and Honda, the Trophy should do well. The $11,595 asking price is right in line with the non-ABS ST1100 and several thousand cheaper than either the K- or R-series Beemers. But the real beauty of the Trophy 900 is its beauty, and throwing the soulful song of the triple into the mix makes the machine a winner. CN

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

(Above) Removing the saddlebags is easy, and once they're off the bike the mounting hardware is well-integrated. (Right) While the brakes were fine for a single rider without luggage, fully loaded, the dual discs felt overworked.



1996 Triumph Trophy

Specifications

Engine	Liquid-cooled, DOHC, in-line three cylinder
Displacement	885cc
Bore x stroke	76 x 65mm
Compression ratio	10.6:1
Peak horsepower	87 hp @ 9300 rpm
Peak torque	54 lb.-ft. @ 4550 rpm
Carburetion (3)	36mm Mikuni flat-slide CV
Transmission	6-speed w/ wet multiplate clutch
Rake/trail	27°/105mm
Claimed dry weight	469 lbs.
Suspension	
Front	43mm fork with dual-rate springs, 5.9 in. travel
Rear	Monoshock with adjustable preload and rebound damping, 5.0 in. travel
Brakes	
Front	Dual 310mm floating discs with four-piston calipers
Rear	Single 255mm disc with two-piston caliper
Tires	
Front	120/70ZR-17
Rear	170/60ZR-17
Colors	British racing green/merlot red/Pacific blue
List price	$11,595

Dead heat on Dead Crow Hill

By John Dickinson

LIMOGES, FRANCE, FEB. 25

The Gilles Lalay Classic is an event like no other - certainly like no other in Europe, possibly in the world.

In just five short years, the Lalay has established itself as the toughest one-day off-road bash on the calendar - and it somehow manages to spring a new surprise each year.

Last year, only four riders from an original 230 starters managed to complete the super-tough course - the rest dropped out due to mechanical failure or, more often, sheer exhaustion. This year, 35 riders managed to get to the finish

Yet that finish was an absolute epic with the result being declared a dead heat between two French aces, Yamaha's Stephane Peterhansel and Kawasaki's Laurent Charbonnel after an unforgettable scene which saw the pair battle up the infamous final obstacle - Dead Crow Hill, or, as the French would say, "Le Corbeau Mort" - with spectators helping to drag the riders and bikes up the impossible slope to the line.

The Gilles Lalay is staged in the forests of central France and based in the city of Limoges. Just to qualify, riders must first come through a preliminary four-and-a-half-hour conventional enduro, with the first wave of riders leaving Limoges Cathedral at 6:30 a.m. The top 100 finishers then get a three-hour break before the Gilles Lalay proper begins at 3 p.m. This time, there are precious few rules, no motocross tests, no special stages, just a straight race to the death through the bogs, forests, bogs, mountains and more bogs to the finish on Dead Crow Hill - hopefully at about 9:30 p.m., which means that the run will take in a couple of hours of riding in the dark. And there are a whole lot of stamp checks to ensure that there are no shortcuts.

The relatively high number of finishers this year was due mainly to the organizers' trimming of the course after a heavy snowfall on Thursday. On Friday it was next to impossible to move around the area - even on the roads - as freezing weather made all the surfaces like glass. It was horrendous in the forests. But a race-day thaw saw conditions improve considerably, and tires were able to bite down through the snow to what was actually surprisingly good grip.

With Honda's Cyril Esquirol, the winner for the last two years, unable to take part in this year's event due to injury, the French were relying on Charbonnel and Peterhansel to make a race of it even though they were expected to come under strong pressure from Italian factory teamsters Arnaldo Nicoli (Husky) and Giovanni Sala (KTM). And British first-timers Rob Sartin (Yamaha) and Wyn Hughes (Husky) were certainly not just there to make up the numbers. South African Alfie Cox also added a real overseas flavor.

It is almost impossible to deliver a blow-by-blow account of the Lalay. So much happens and all of it in a mad turmoil, as thousands upon thousands of crazy French fans block the roads for miles around as they crowd the many spectator points where the riders emerge from the forests.

Right from the start, Charbonnel and Peterhansel were engaged in a cat-and-mouse game with Peterhansel often letting local ace Charbonnel lead the way through the worst bits. The route is carefully laid through some real swamps which will only take 25-30 machines before becoming all but impossible. This is the main reason there are usually so few finishers. This year, competitors could be thankful that several of the worst swamps were bypassed because of the snow.

The French fans just can't wait to get in among the action, and on the many steep, slippery hills, they wait in large numbers to pull or push competitors ever onward. British first-timer Hughes said that he couldn't believe that on one particular precipice there was a mechanical winch to get the riders to the top.

"It was so steep," Hughes said. "It was scary just holding on to the handlebars while I was winched up."

When he was sitting on the starting line at 6:30 a.m., someone said that it looked like rain. Hughes just grinned.

"I hope it does," the Welshman said. "I'm really looking forward to a struggle."

As evening came and darkness fell, Sartin, who had moved smoothly through to sixth place and was gaining on the leaders after easing into the event, discovered lighting problems on his Yamaha.

"In the morning, the brackets holding my two main lights fractured," Sartin said. "We fixed it with a steel support, but when night fell, I realized that the lights were too high. I lost a lot of time trying to sort it, but I never really bossed the problem."

Off-road ace Stephane Peterhansel (above) and Laurent Charbonnel (right) finished the tough Gilles Lalay Classic in a dead heat after the crowd interfered on the final hill.

Italian ace Sala, the reigning 250cc World Enduro Champion, was in the thick of it, though, on his two-stroke KTM, and he actually nosed ahead of Peterhansel and Charbonnel at one point.

"But straight away I sank into a bog and got water in the carburetor," Sala said. "They passed me back almost together."

With the leaders riding almost an hour ahead of schedule, the crowd headed for the unmissable final on Le Corbeau Mort, a short, steep, slippery, fire-break climb that is transformed with the aid of floodlights. As usual, thousands of spectators blocked the entire width of the hill, moving aside only at the last moment as the two leaders burst from the forest and attacked the final climb. Both machines came to a stop at the same place, and the following scene was just unreal.

The crowd formed into two massive human chains and dragged, pushed, urged and forced their heroes up the hill. Engines screamed at peak revs for what seemed hours, radiators boiled over, and the hill disappeared under clouds of steam. Tortured clutches gave off the acrid stink that heralds "the end" for the friction plates. As the human crocodiles writhed their way up the hill, Charbonnel's chain gang outpowered Peterhansel's, but a dead heat was declared as the crowd had made the difference.

Sala arrived nine minutes later, and upon his reaching the top of the hill, a crowd of Italian spectators passed him over their heads to the podium. A further seven minutes later came the first Husky rider - Frenchman Christian Boulet. Fifth went to Nicoli, also on a Husky.

"I got stuck in a bog very close to the start," Nicoli said. "Boulet helped me out of it, so it is right that he finishes in front of me. To finish fourth is great, but I really aim to win it next year!"

Sartin and Hughes came home 10th and 11th, respectively, pleased to have finished but already planning next year.

"That was unbelievable," Sartin said. "No other event even comes close. When we come back next year, we will know exactly what to expect. To get up with the leaders we need to be much better organized and have a lot of helpers around the course - like the French have."

Charbonnel, who is the only rider to have finished all five Gilles Lalay Classics, was disappointed not to have been a clear winner.

"I drowned my bike at the penultimate hazard, the Jarrud Cascade," Charbonnel said. "Stephane caught and passed me."

But Peterhansel reckoned that justice had been done and that, after five hours and 18 minutes of continuous riding (on top of four and a half hours in the morning), the game of cat and mouse ended in a dead heat. CN

Gilles Lalay Classic
Limoges, France
Results: February 25, 1996

O/A: 1. (TIE) Laurent Charbonnel/ Stephane Peterhansel (Kaw) 5:18.22; 3. Giovanni Sala (KTM) 5:27.30; 4. Christian Boulet (Hus) 5:31.20; 5. Arnaldo Nicoli (Hus) 5:41.03; 6. Eric Bernard (KTM) 5:44.18; 7. Serge Nuques (Yam) 5:46:44; 8. David Castera (Yam) 5:48.55. 9. Dominique Cosils (Yam) 5:56.01; 10. Rob Sartin (Yam) 6:00.02.

(Left) World champion 250cc enduro rider Giovanni Sala gets carried atop Le Corbeau Mort, or Dead Crow Hill. Sala was third, nearly 10 minutes behind Charbonnel and Peterhansel.

(Right) This is what the Classic is all about: riders bogged down in ruts and mud with spectators enjoying the Lalay melee. (Below) South African Alfie Cox flogged his KTM to 25th place at the finish.

Briefly...

Top British rider, former 125cc World Enduro Champion **Paul Edmondson**, and several top Spanish riders could not ride the Lalay because it clashed with a Spanish Championship round. Edmondson was furious about the clash as he rated the Lalay as *the* event to win. Former two-time Lalay winner Sven Eric Jonsson and top Swedes were also kept away by unfortunate National commitments. In contrast, Britain moved the date of its opening National Championship back a week to allow Sartin and Hughes to compete.

The super-tough **Gilles Lalay Classic** might not be everyone's idea of a fun day out, but it is **financially rewarding** if you can win it. Some $9000 is up for grabs to the first man who can reach the top of Dead Crow Hill first.

Veteran all-rounder **Mick Andrews** was the oldest starter in the Lalay at age 52. Andrews just failed to qualify by two plates in the morning qualifier but still won the Over 40 Vets class. "I think my enduro days are over," Andrews said. "I'll stick to classic scrambles this summer. I can still win them!" Andrews has also sampled American desert races during his varied career.

Among the 36 official finishers was World Championship trials ace **Bruno Camozzi**. Aboard his Yamaha YZ instead of his usual Gas-Gas, Camozzi battled his way to the finish two and a half hours behind the winners. Belgian trials rider **Dany Crosset** finished much higher, in 12th.

Statistical types may be interested to know that the **favorite brand** for this year's Lalay was **KTM** with 49 entries. The Austrian marque was followed by Yamaha (48), Husqvarna (37), Kawasaki (28), Honda (23), TM (11), Husaberg (7), Gas Gas (4), Suzuki (1).

First of the two four-stroke finishers, an hour after the leaders, was **Laurent Bouffioux**, in 14th. His Husaberg 350 appeared to be more tractable than the 600cc versions used by several brave starters.

Finally, it's Colley

By John Dickinson

PARIS, FRANCE, FEB. 24

Steve Colley made a giant step towards becoming the number-one spectator draw in the prestigious European Indoor Trials circuit with a popular, brilliant and well-deserved win in the Trialmaster de Bercy.

Colley, a superb showman, tempered his natural passion to go for the crowd-pleasing moves sufficiently to scoop his first win in the biggest of all Indoor events after finishing an astonishingly close second for the past two years. En route to victory, Colley brushed aside the challenge of the once-great but sadly out-of-touch Jordi Tarres and his fellow Spaniard, Marc Colomer, the hot Bercy favorite who eventually trailed home in third.

But in a superb night for British trials riding, it was Doug Lampkin who completed an amazing British one-two in the Palais Omnisport after losing out to arch-rival Colley in a controversial runoff after the battling Brits finished the short, sharp, four-section final - plus the race - with 14 marks apiece.

Unfortunately, what should have been a mighty British celebration was short-circuited by a bitter argument over Lampkin's performance on the spectacular waterfall section in the final. Lampkin claimed two for his ride up the difficult steps, but the organizers dug their heels in on three, and the extra mark forced a rerun with Colley up the very same obstacle. This was not before the experienced and mischievous indoor promoter Bernard Estrepean had extracted maximum controversy in the noisy crowd of 10,000, and there was no doubting who they wanted to win. "Colley, Colley, Colley," was the chant from the back of the stands. A lesser man than Lampkin would have backed out there and then and said, "Have it your way, I'm second!"

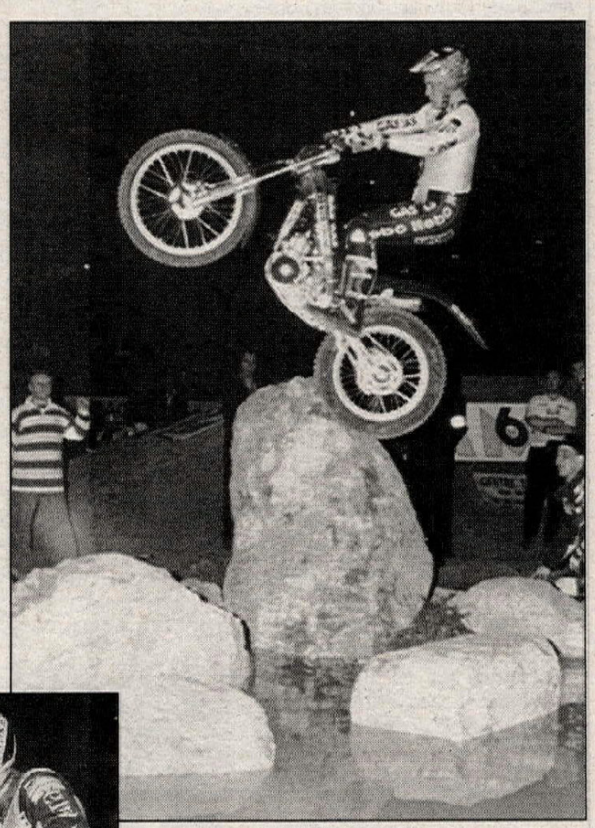
But with the final being broadcast live on satellite channel Eurosport, the British bust-up was manna from heaven for the promoter, and when Colley somehow urged his Gas Gas through the foaming waters to the end cards for two, the place erupted. Poor Lampkin, visibly rattled by the crowd's reaction, rushed into the hazard and fived off the very first step, disappointed almost beyond words.

But back to the start. The eight-man Bercy lineup consisted of the top four riders in the World Championships: seven-time World Champion Jordi Tarres, two-time Indoor Champion Marc Colomer, '92 World Champion Tommi Ahvala, '94 British Champion Lampkin. Colley and three French riders completed the bill. Bruno Camozzi, his brother Christophe and Jean-Luc Nictou were the Frenchmen. Christophe and Nictou were expected to be cannon fodder and they filled the role brilliantly, but the vastly more talented Bruno was to cause a major upset.

With a mere five hazards, plus an easy race in the qualifier, there was even less room than usual for making mistakes. Riders went out in pairs to make it more interesting, but it was only individual scores that counted at the end of the night. The top four would transfer to the final.

Colley started superbly, and he barely noticed the presence of Christophe Camozzi as he simply breezed through the tricky hazards on his factory Gas Gas 270, looking sharp and totally in control.

(Left) Winner Steve Colley in the section that made the difference. Colley outgunned his English compatriot Doug Lampkin in an all-British runoff.
(Above) Doug Lampkin was second aboard his Eurotek Beta Techno. The Brit felt that he was cheated in the waterfall section.



His total of nine set a real standard for the top four to take aim at.

Before the big guns were wheeled through, Fantic star Ahvala had to run his heat with Nictou, and after an uninspiring start the big Finn suffered a real horror crash after looping out while jumping on top of an eight-foot-high steel container. Fantic and Ahvala crashed to the ground with the bike on top, and Ahvala was supremely lucky to escape very serious injury, although he could barely stand, never mind walk, half an hour later when every muscle in his body appeared to seize up.

But enter the gladiators, and of the top four, Marc Colomer - mounted on his potent prototype factory Montesa - looked a class apart. The indoor ace dropped just four marks in the five sections and his score was boosted to 10 simply because he paid no attention whatsoever to the clock. He also allowed Bruno Camozzi to blitz to victory in the race, even stopping at one point to watch Bruno ride over a pallet of bricks (with the aid of a little dirt ramp built by brother Christophe - no favoritism here, of course.)

Lampkin looked sharp as he rode the hazards with Tarres, and in fact he outrode the Spaniard quite comfortably, although a pair of fives on that waterfall and on the Greek pillars made the Eurotek Beta rider anxious about his place in the final. It was Tarres who was to lose out though, to local hero Camozzi after both dropped 19 points. Bruno got the verdict on quickest time through the sections.

(Left) Reigning Indoor Champion Marc Colomer was impressive aboard his works Montesa, but finished fourth. Note the tape covering the Fortuna logos on his riding suit - tobacco advertising is not permitted in France.
(Above) Stocky Bruno Camozzi nabbed third aboard his new Gas Gas JTR270.

In a slight twist to normal practice, the race was run first in order to determine starting order in the final. The results for the lineup were Camozzi, Colomer, Lampkin and Colley. With only four hazards to compete - the first section was dropped - it was a real nerve-tingling final. The key to the final result was the Greek pillars, and after Camozzi, Colomer and Lampkin had all slid off the dusty surface, Colley pulled off the ride of the night with a brilliant clean that ultimately gave him victory.

Lampkin fought back with an excellent display of balance and close control on the concrete slabs to claim a two where his rivals all fived. After dominating the heats, Colomer's luck totally deserted him and fives on the pillars, slabs and waterfall dropped him right out of contention.

Which brings us to Colley surging up the final waterfall for a three and Lampkin reaching the summit for that all-important disputed two which led to the amazing all-British runoff.

Last words from the jubilant Colley: "I deserve that win. I mean, I have been second here for the last two years and to win Bercy has been one of my greatest ambitions. It's just fantastic. I can't tell you what it means!" CN

Palais Omnisport
Paris, France
Results: February 24, 1996

QUALIFYING: 1. Steve Colley (9); 2. Marc Colomer (10); 3. Doug Lampkin (14); 4. Bruno Camozzi (19); 5. Jordi Tarres (19); 6. Tommi Ahvala (25); 7. Jean-Luc Nictou (27); 8. Christophe Camozzi (27).

FINAL: 1. Steve Colley (G-G); 2. Doug Lampkin (Bet); 3. Marc Colomer (Mon); 4. Bruno Camozzi (G-G).

Briefly...

Fears of the possibility of a **major accident** at an Indoor were raised again after Finn **Tommi Ahvala** suffered a horrific crash at Bercy. The '92 World Champion crashed while jumping his Fantic Section from the top of a steel cage onto a steel container. The aim was to "splat" the back wheel into the container side to stop the bike - a common maneuver - but Ahvala overjumped and the Fantic's rear wheel landed on top of the container. The bike looped out instantly smashing Ahvala down onto the container and then, with Ahvala underneath, bike and rider careened off the end of the container, down an eight-foot drop to the floor. It was a very nasty fall and though Ahvala broke no bones, he was too stiff to walk after the bike landed on him.

Marc Colomer and his **factory Montesa prototype** look like the hot combination for the upcoming World Championship Series. The Montesa actually looks similar to last year's version, but it is in fact all-new. The alloy main frame uses slimmer-section tubing and although slimmer on top, retains a wide section in the foot rest area for stability. The Honda-designed motor now sports a case-reed induction system and appears to be considerably more powerful than anything else currently in use. Digital ignition gives a smoother power flow. A trick Showa rear shock controls the back end, with normal Paiolis up front.

Marc Colomer is full of **confidence** in the new mount, but neither he nor factory officials will comment on the number of gears in the transmission. "More than three," says Marc with a smile. There is an intense rivalry between the Spanish Gas Gas and Montesa factories, and there are rumors that both camps are using just four-speed gear boxes for their '96 title bids.

The **prototype Montesa** also has a very **small fuel capacity**. Riders who have practiced with Marc Colomer - like Britain's Steve Colley - say it needs refueling after a short time.

Jordi tarres, reigning seven-time World Champion, has had a disastrous winter on the Indoor circuit, and when the '96 outdoor Spanish National Championships began recently, he trailed in third behind easy winner Marc Colomer and Gas Gas-mounted Amos Bilbao. The scores were Colomer 40, Bilbao 52, Tarres 53. Steve Colley, who has spent a lot of winters in Spain, confirms that Tarres' form is definitely not good and that Colomer is awesome. "I went practicing with Colomer recently," said Colley. "I won't make that mistake again - he blitzed me!"

Doug Lampkin has had an excellent Indoor season, taking several big wins, but his injured shoulder still gives him cause for concern and he hurt it again in Bercy.

Rumors are that **Joan Pons** is not happy with his Fantic since switching from the 330 Gas Gas. More power is what Pons seeks to suit his aggressive riding style.

Steve Colley won at Bercy despite being a physical wreck. Colley sported assorted cuts and bruises as the legacy of a big crash at a Spanish outdoor trial, where he collided with another rider on the loop. He then gashed his shins while inspecting the Bercy sections, *and* he just had a minor operation to remove his wisdom teeth.

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HARE SCRAMBLE
AMA Mid-South winter HS Series

Round 8: Wings & Wheels HS

Blackwell prevails

Doug Blackwell scored a hard-fought victory at the Wings & Wheels Hare Scrambles, round eight of the Mid-South HS Series, in Bremen, Georgia.

By Paul Michels

BREMEN, GA, FEB. 25

Sport Cycle Racing's Doug Blackwell put in a consistent and convincing performance aboard his Yamaha in round eight of the Mid-South Winter Hare Scramble Series on a day that was anything but wintry. The 265-plus riders who participated in the Wings & Wheels Hare Scrambles were greeted by sunny skies and mid-70s temperatures.

Mike Sampson, aboard his new Team Green Bloomington-backed Kawasaki, shot into the early lead from the fifth-gear start and blasted straight into the woods. Sampson's lead was short-lived when, after about two miles into the eight-mile-a-lap course, he developed a rear flat tire. When asked, Sampson said, "It was just one of those things, Everything was going good, and I think I hit some of those sharp-edged rocks in the creek section and that was it."

With Sampson gone, Blackwell quickly shot past with Mike Morris, on his Dukes Performance Yamaha, in tow. Sarges Cycle RMX-mounted Robert Patterson followed in third with KTM rider John Maschino in fourth. Another SCR rider making his first appearance in the Mid-South Series, in an effort to tune his skills for the upcoming AMA Grand National Cross Country Series opener in Florida, was Daryl Conner. Blackwell continued in the lead until the final half mile of the first lap when they came upon the motocross section of the course and Morris outjumped Blackwell.

Heading out on the second lap of the five-lap race, Morris led with Blackwell in tow. Patterson stayed close as did Maschino, while Conner continued in fifth. Halfway through the lap, at the power-line section, Blackwell lost his lead.

"I don't know what happened. I guess I was just hanging on too tight or something, but both my hands went numb," said Blackwell. "I couldn't hold on and Patterson got past me."

Morris and Patterson continued out front until a mile from the scoring chute when they both overshot a turn, and Blackwell was there to take back his lead. By lap's end, Blackwell led with Patterson and Morris filing into second and third, respectively. Maschino continued in fourth with former National Enduro Champion and last year's Mid-South champ Terry Cunningham also making his presence known, as he displaced Conner for fifth at the end of lap two. Conner said, "I got a flat starting the second lap, but with no spare wheel and no pit crew, I just had to call it a day."

Blackwell continued his charge out front. Patterson kept within striking distance and Morris held third, with Cunningham now holding on to the number-four position. Maschino also developed a flat rear tire and had to pull off at the end of the lap and make repairs. Duane Conner, who finished fourth in the GNCC Series last year, moved into fifth following his not-so-good start.

Blackwell continued to build a lead as the order stayed the same throughout the fourth lap with the exception of Duane Conner passing Cunningham four fourth.

Heading out for the fifth and final lap, Blackwell enjoyed about a one-minute lead over Patterson, who pulled away from third-place Morris. Conner continued to hold on to fourth with Cunningham keeping pace in fifth on his KDX200.

At the checkered flag, Blackwell came through the scoring chute in first place, followed by a hard-charging Patterson. Conner rode an inspired race as he moved past Morris late in the race to commandeer third at the finish. Morris held on for fourth, as Cunningham rebounded from a last-lap encounter with a large tree that dazed him, but he continued on and collected a respectable fifth place overall.

"I had a bad start but just kept charging," said third-place finisher Conner. "I was moving up through the pack until the third lap when my Hand Saver came out of the end of my handlebar, and I had to stop and make repairs. Like my brother (Daryl), I had no pit crew today, and it took a minute or so to make the needed repairs." Duane Conner later added that he has been staying at five-time National Enduro Champion Randy Hawkins' house for the past month and riding some local races down south with Hawkins in preparation for the opening GNCC round.

"After the second lap, I stayed focused and enjoyed the ride with little problems," said Blackwell.

"The course was a little faster than what we normally ride, but it was a beautiful day to ride," said Patterson. "I had a good time."

Cunningham said of his fifth-place finish, "It would've been better, but I got tired towards the end. I've been commuting between Ohio and Tennessee with a new job all series long and haven't had much time to ride and train."

Multi-time Loretta Lynn MX-class

champion Kevin Foley, on a Yamaha, made the trip from Florida a winning one as he outdistanced local rider Ashley Brever.

Series regular Jared Smith on his KTM made a respectable showing to garner third in 250cc A-class action.

Former National Hare Scrambles champ Tony Hendon, on his Suzuki of Paris Suzuki RMX, bounced back from a slow start to pass series rival Bryan Adams near the end of the first lap and never let up to the finish. He returned to the winners' circle after losing for the first time in a long time at last week's race.

In the Open class, former class champ Harvey Whitaker power his Andy's Honda XR600 to victory, beating out Husqvarna-mounted Craig Hayes to the finish line. Kawasaki rider Robert Atkins held off the advances of Honda rider Mike Stinson to nab third.

Sarges Cycle's Chris Beard rode his big-bore Honda faster than anyone else in the Open B class, while Kawasaki rider Robert Lich finished a close second. Beard and Lich traded the lead back and forth all race long, making for an exciting race.

In 250cc B action, Tim Pool put his Kawasaki in the win column, beating out local rider Gary Hendricks.

Two Yamaha riders continued their series-long battle for the 125cc B-class title. Kevin Creekmur and Kip Haynie mixed it up and it was Creekmur getting the upper hand this time.

Kawasaki KDX200-mounted Clint Robinson extended his series points lead in the 200cc B class as he held off series rival Ronald Shipper, also on a KDX, to take an important win.

Series regular Robert Stephens, aboard his Honda XR, held on to take first over a hard-charging Eddy Taylor, also on an XR, in the Four-Stroke class.

Ricky Whitely took over where he left off at round seven to take top honors on his Kawasaki in the Heavy Trail class. Suzuki-mounted Jason Dickey was the runner-up.

John Giles put in another solid performance Yamaha, topping series rival John Freidli in the Senior class.

Atlanta's John Kealey and his Husky held of ATK-mounted Paul Michels to win the Senior class. CN

Wings & Wheels HS
Bremen, Georgia
Results: February 25, 1996

AA: 1. Doug Blackwell (Yam); 2. Robert Patterson (Suz); 3. Duane Conner (Yam); 4. Mike Morris (Yam); 5. Terry Cunningham (Kaw).

OPEN A: 1. Harvey Whitaker (Hon); 2. Craig Hayes (Hus); 3. Jason Jennings (Hon).

250 A: 1. Kevin Foley (Yam); 2. Ashley Brewer (Suz); 3. Jared Smith (KTM); 3. Todd Wilson (Yam); 5. Lance Smith (Yam).

200 A: 1. John Lenard (Kaw); 2. Barry Brazier (Kaw); 3. Randal Bailey (Kaw); 4. Darrin Phillips (Kaw); 5. Michael Sanders (Kaw).

SR: 1. John Kealey (Hus); 2. Paul Michels (ATK); 3. Ronnie Hackett (Suz); 4. Kevin Thomas (Hon); 5. Gallie Ward (Yam).

S/SR: 1. John Giles (Yam); 2. John Freidli (Kaw); 3. Guy Anderson (Kaw); 4. Pat Freiburger (Hon); 5. John Gordon (Kaw).

VET A: 1. Tony Hendon (Suz); 2. Bryan Adams (Kaw); 3. Guy Anderson (Kaw); 4. Rob Kirchner (Yam); 5. William Short (Hon).

4-STRK: 1. Robert Stephens (Hon); 2. Eddy Taylor (Hon); 3. Phillip Barker (Hon); 4. Billy Proffitt (Hon); 5. Greg Griswold (Hon).

LITE TRL: 1. Kevin Weis (Hon); 2. Scott McCormick (Kaw); 3. Joel Byron (Hon); 4. Randy Hicks (Kaw); 5. Ronnie Frost (Hon).

HVY TRL: 1. Ricky Whitely (Kaw); 2. Jason Dickey (Suz); 3. Michael Spencer (Hon); 4. John Glaus (Hon); 5. Charles Riddle (Hon).

VET B: 1. Robert Adkins (Kaw); 2. Mike Stinson (Hon); 3. John Broughton (Hon); 4. David Zanet (Yam); 5. Garth Belk (Suz).

OPEN B: 1. Chris Beard (Hon); 2. Robert Lich (Kaw); 3. Jerry Hardin (KTM); 4. Roger Hendon (Hon); 5. David Daugherty (Hon).

250 B: 1. Timmy Pool (Kaw); 2. Gary Hendricks (Yam); 3. Scott Meredith (Kaw); 4. Tim Crain (Yam); 5. Raymond Patterson (Suz).

125 B: 1. Kevin Creekmur (Yam); 2. Kip Haynie (Yam); 3. Robert Blalock (Yam); 4. Paul Allen (KTM); 5. Robert Clark (G-G).

200 B: 1. Clint Robinson (Kaw); 2. Ronald Skipper (Kaw); 3. Bruce Gann (Kaw); 4. Kelly Working (Kaw); 5. Thomas Campbell (Kaw).

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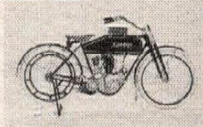

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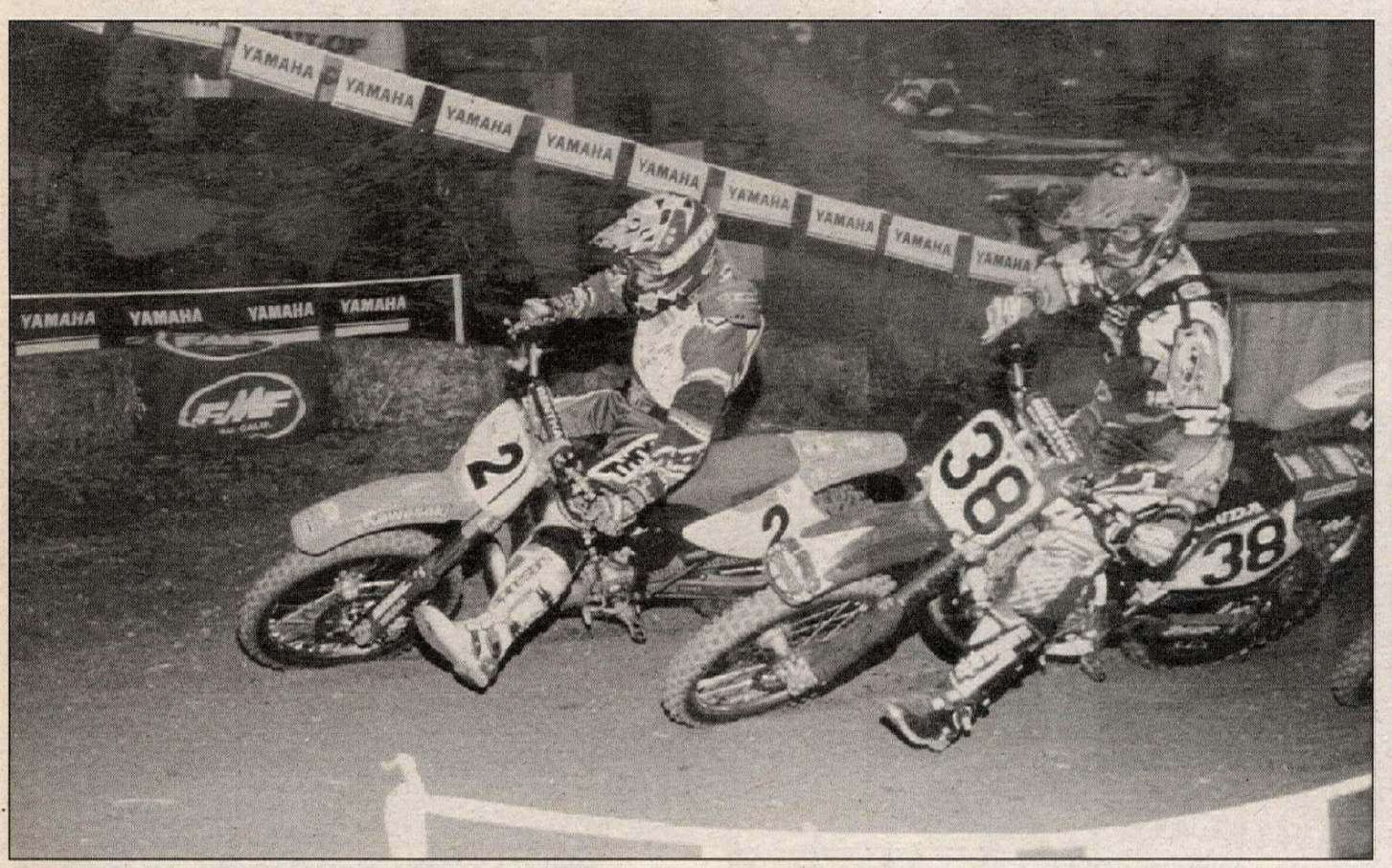
Round 11: New Haven Veterans Memorial Coliseum

Small wonders



(Left and above) Team Green's Jeromy Buehl (2) won both 125cc main events during the MSR/Answer/KBC Arenacross at the New Haven Veterans Memorial Coliseum to bring his series win total to 13.

By Pam Lambert
Photos by Jeff Cox

NEW HAVEN, CT, FEB. 23-24

The winners at round 11 of the PJ1 Super Arenacross Series in the New Haven Veteran's Memorial Coliseum may come as no more of surprise than hearing that Jeremy McGrath won another AMA Supercross, and yet there are always a few wonders.

For instance, promoter Mike Kidd knew it would be an unusual weekend for several reasons. Connecticut state law prohibits anyone under the age of 13 from racing, which eliminated five youth classes from the normal program. Another state law prohibited racing motors from starting before noon, causing the amateur program to run until 8 p.m. And as if these mandates weren't enough, when Kidd arrived in Connecticut on Thursday, he found another surprise - mud.

The contractor in charge of providing dirt did not take adequate precautions for the severe weather conditions the East Coast received prior to our event.

"The only thing that salvaged the event was the long hours of work my dedicated staff put in trying to dry the mud," Kidd said.

But the fans were treated to surprises in the racing action as Team Green/Thor/Tuf's Jeromy Buehl dominated both nights of racing in the 125cc Pro class - much as he did last week - while Morgan Racing/Feroce's Mike Jones stepped it up a notch to claim not one but both 250cc main events.

FRIDAY NIGHT

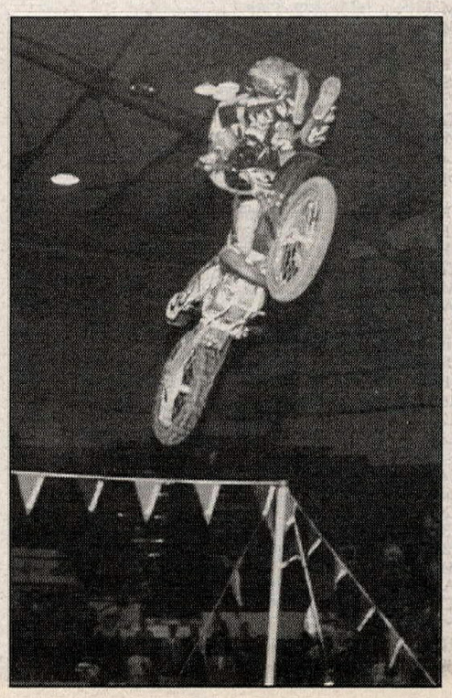
As with an outdoor race, the muddy track conditions still made for some interesting racing. Buehl grabbed the holeshot, followed by Oklahoma Honda's Clifford Adoptante. Jones was close behind with HSN Racing's Grayson Goodman applying pressure as well. Adoptante hung on Buehl's rear fender through the mud, while Goodman chanced clearing the big infield double to overtake Jones' third-place position. F&S Suzuki's DeHoop got caught in a first-turn pileup and was stuck in last place. Points leader Jimmy Gaddis also got off to a poor start but picked his way around downed or stuck riders to work up to fifth by the end of the first lap. While Buehl and Adoptante eased their way around in the front of the field, Goodman continued to hold off Jones, pulling a good advantage after clearing the double a few more times

Goodman picked good lines for several laps, inching up on Adoptante and then doubling past for second just before the halfway flags came out. The mud proved to be the great equalizer as Buehl took the win, Goodman was second and Adoptante third. Jones maintained to finish fourth while Gaddis had to settle for fifth. DeHoop worked his way up from last to a respectable eighth.

The band popped for the 250cc main and it was Buehl with the holeshot, followed by Jones, DeHoop, Adoptante and Goodman. Gaddis had a second-row start due to a crash in his heat race, which forced him to qualify through the semi. Adoptante had to try to hold off Goodman again and was doing so for several laps until Goodman sailed by through the double section. Jones applied pressure to Buehl time after time, but Buehl held fast while Jones bobbled but recovered without losing his second-place spot. DeHoop worked his way past Trey Owens and Kurt McMillen to move into fourth.

Then in the double-double section, Buehl got completely out of control shooting his bike off the side of a jump and right into the starter's box, allowing Jones to sneak by for the lead on the white-flag lap and go on for the win. Buehl quickly remounted and held on to finish second behind Jones. Goodman made the podium again, followed by DeHoop and McMillen.

(Above) Despite failing to score a win in Connecticut, series points leader Jimmy Gaddis (1) did enough to keep his points lead secure. Mike Jones (16) made another big move in the points by claiming both 250cc wins.
(Right) Styles and smiles: A jubilant Clifford Adoptante (38) scored his first podium appearance with a third-place finish in Friday night's 125cc main.



SATURDAY NIGHT

After hours of track work, the course was somewhat improved for Saturday night. Most ot the riders were able to clear the big double jump, and though

the track easily rutted up, it was more passable.

The 125cc main event took off with Buehl again in the lead, but this time teammate Gaddis was right behind him. Jones was the recipient of the fall-down award and was at the back of the pack. Goodman was holding third with two Oklahomans, Adoptante and Owens, in fourth and fifth. Owens made his way around Adoptante through the whoops and McMillen followed, dropping Adoptante from fourth to sixth quickly.

Buehl and Gaddis had a lead swapping battle going on out front to the delight of the spectators. Buehl held Gaddis off for six laps until Gaddis outbraked Buehl into the start-straight left-hander. Buehl followed Gaddis around for five laps before setting up a pass, taking the inside line and doubling into the lead. Buehl took another win while Gaddis finished in the runner-up position. Goodman made the podium for the third time with a third-place result while McMillen and Owens rounded out the top five.

Jones timed the band perfectly and grabbed the holeshot in the 250c main event while Adoptante again got a great start and followed closely. Gaddis, Brad Woolsey and Goodman fought over third with Woolsey holding on through the whoops but allowing Gaddis by in the right-hander. Buehl and DeHoop were back in the rear fighting for a decent position. Goodman got by Woolsey to take fourth after Woolsey almost went down in a deep rut, while Jones and Adoptante continued in the lead. Gaddis moved up and began applying pressure to Adoptante, but Adoptante held strong until he bogged down in a deep rut and then shot his Honda up the side of the big infield double before going down.

The Adoptante crash allowed Gaddis and Goodman to inch up on Jones. Goodman outjumped Gaddis over the big double and overtook him for second on the next lap. But Jones manhandled his Suzuki around in the muck to take the win with Goodman making the podium for the fourth time, becoming the only rider to make it in every main event. Gaddis finished third; Woolsey fourth and Buehl battled his way up to fifth. CN

New Haven Veterans Memorial Coliseum
New Haven, Connecticut
Results: February 23-24 1996 (Rnd. 11 of 12)

Friday

125 PRO: 1. Jeromy Buehl (Kaw); 2. Grayson Goodman (Suz); 3. Clifford Adoptante (Hon); 4. Mike Jones (Suz); 5. Carlo Coen (Yam); 6. Jimmy Gaddis (Kaw); 7. Brad Woolsey (Kaw); 8. Todd DeHoop (Suz); 9. Andy Bowyer (Kaw); 10. Trey Owens (Kaw); 11. Kurt McMillen (Hon); 12. Paul Lindsey (Suz); 13. Shawn Morgan (Kaw); 14. Vinny Deledda (Hon).

250 PRO: 1. Mike Jones (Suz); 2. Jeromy Buehl (Kaw); 3. Grayson Goodman (Suz); 4. Todd DeHoop (Suz); 5. Kurt McMillen (Hon); 6. Jimmy Gaddis (Kaw); 7. Clifford Adoptante (Hon); 8. Carlo Coen (Yam); 9. Trey Owens (Kaw); 10. Andy Bowyer (Kaw); 11. Brad Woolsey (Kaw); 12. Shawn Morgan (Kaw); 13. Paul Lindsey (Kaw); 14. Benjamin Asaff (Hon).

Saturday

125 EX: 1. Jeromy Buehl (Kaw); 2. Jimmy Gaddis (Kaw); 3. Grayson Goodman (Suz); 4. Kurt McMillen (Hon); 5. Trey Owens (Kaw); 6. Clifford Adoptante (Hon); 7. Carlo Coen (Yam); 8. Andy Bowyer (Kaw); 9. Todd DeHoop (Suz); 10. Mike Jones (Suz); 11. Shawn Morgan (Kaw); 12. Dennis Bourque (Suz); 13. Brad Woolsey (Kaw); 14. Vinny Deledda (Hon). 250cc Expert: 1. Mike Jones (Suz); 2. Grayson Goodman (Suz); 3. Jimmy Gaddis (Kaw); 4. Brad Woolsey (Kaw); 5. Jeromy Buehl (Kaw); 6. Carlo Coen (Yam); 7. Kurt McMillen (Hon); 8. Andy Bowyer (Kaw); 9. Todd DeHoop (Suz); 10. Clifford Adoptante (Hon); 11. Shawn Morgan (Kaw); 12. Trey Owens (Kaw); 13. Brian Vernes (Yam); 14. Paul Lindsey (Kaw).

PJ1 Super Arenacross Series Points Standings (After 11 of 12 Rounds): 1. Jimmy Gaddis (685 points/11 wins); 2. Jeromy Buehl (669/13); 3. Todd DeHoop (466/1); 4. Shawn Morgan (384); 5. Cliff Palmer (360/1); 6. Grayson Goodman (356); 7. Brad Woolsey (352); 8. Andy Bowyer (335); 9. Trey Owens (242); 10. Mike Jones (204/5); 11. Guy Cooper (203/3); 12. Clifford Adoptante (180); 13. Mike Morris (151); 14. (TIE) Charley Bogard/Greg Rand (148).

Upcoming Rounds:
Round 12 - Denver, Colorado, March 1-2

PRE-ENTRY FORM

INDIANAPOLIS AMATEUR SUPERCROSS

3/30/96 SATURDAY ONLY
SIGN-UP
Pre-Entered Riders - pick-up packet at registration.
HOURS: 10:00AM-5:00PM at Race Headquarters.

All Riders and *Mechanics MUST come to registration at Race Headquarters! All Riders under 18 years old must have parent or notarized legal guardian present at registration.
Bring AMA Card to Registration!!
*Mechanics wishing to purchase an arm band that enables them to go to the line with their riders must come to registration.

Sunday A.M.
March 31, 1996
RCA DOME

WORLD SPORTS

AMATEUR SUPERCROSS CHAMPIONSHIP SERIES

PRE-ENTRY INFORMATION
A LIMITED NUMBER OF PRE-ENTRIES ARE BEING ACCEPTED!
If there is a problem with your entry you will be contacted.

LIMITED
POST ENTRY TO FILL GATES ONLY!!!

NO SIGN-UP AVAILABLE ON SUNDAY (RACEDAY)

ENTRY INFO
Mail-In
Pre-Entry - $40
Post Entry - $50

ADMISSION
Amateur Event Only
Adults $8.00
Children (10 & Under) $5.00
Available event day ONLY

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6.____85cc (14-15)

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Place a ✓ in the class(es) you choose to ride.
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8. ____ 125 C (Novice)
9. ____ 125 B (Intermediate)
10. ____ 250C (Novice)
11. ____ 250B (Intermediate)
12. ____ PLUS 25
13. ____ PLUS 30
14. ____ PLUS 35
15. ____ PLUS 40
16. ____ 500 Novice B/C

AWARDS PAY BACK 7 PLACES

EACH PRE-ENTRY MUST BE POSTMARKED BY MARCH 19,1996

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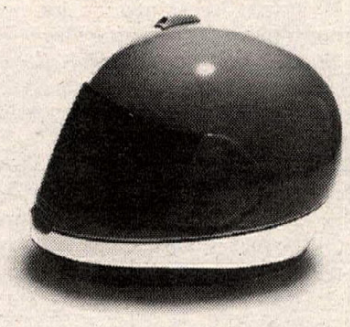

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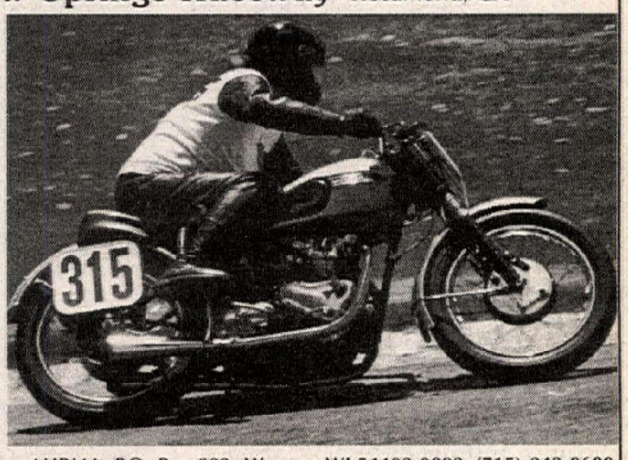

AHRMA, P.O. Box 882, Wausau, WI 54402-0882 (715) 842-9699

The Beaucaire Classic

(Left) Frenchman Yves Demaria scored the overall win at the GP warmup Beaucaire Classic motocross in France. The Team Yamaha rider won two out of three motos.
(Above) American hopeful Tallon Vohland looked strong in France, going 3-3-2 on the day for third overall.

Demaria dominates

By Alex Hodgkinson

BEAUCAIRE, FRANCE, FEB. 18

All in all, it was a typical Beaucaire Classic. It was a nice if not outstanding race, nearly everyone who matters in European MX was there, and the large crowd could even discard their jackets in the afternoon as the Mistral receded. What more could one ask?

The natives wished a local winner, and they got just that, as Frenchman Yves Demaria carded a near-perfect score by winning two of the three motos.

The Yamaha team leader, Demaria, Suzuki's Werner Dewit and Kawasaki rider Tallon Vohland were the outstanding riders all day, while Joel Smets put up stiff resistance on the thundering Husaberg.

Indecisive track preparation affected the racing, as Stefan Everts, Kurt Nicoll and Bob Moore declined to take risks on a track which was terribly dusty in parts, while Marnicq Bervoets and Pit Beirer both claimed still to be at an early stage in riding preparation. "I told them yesterday that they must water," declared Everts, as he brushed off the dust after finishing 21st in the opener following an excursion into the fence exiting turn one. "I was in the pack because I locked bars with Tortelli out of the gate, but I touched with no one at the top of the hill. I simply couldn't see where I was. I'm sorry. This is an important race, but it is not *that* important. You just cannot see the line in the dust, and I am paid by Honda to win the world championship. I can't do that if I am in hospital. If I get a good start in the other races, I will try."

He kept his word with a sixth and a fourth, but the top three were long gone.

Nicoll too was in no mood to race the leading pace. "I am racing as fast as I feel able to in the conditions. I'm doing all of the jumps, but I can't pretend that I am enjoying it," he said. "When I inspected the course yesterday I saw that it's wet about an inch below the surface, but they would only water the start straight. I said I was afraid that we would pack it down rather than cutting though, and you just can't see the rock-hard bumps which have formed on the take-offs and landings."

A fifth and a seventh on either side of a first lap tangle with Tortelli saved face. "In the first race only Demaria and Tortelli came past me, and each time I immediately dropped back 50 yards just so I could see," said Nicoll.

Nothing should take away from the performance of the winners, however. Dewit only had to depose Smets, his big Husaberg far from the ideal took for the track, to win the opener after Demaria had slipped temporarily to seventh on lap one.

Smets was to retire midrace when his front-wheel spokes snapped in rapid succession, and Demaria came back from seventh to deny Vohland.

The American was not too concerned. "I didn't have time to do much testing yet since I got back from the States, and that first race we were still using engine settings from the dyno," said Vohland. "The power was coming in way too fast for my liking."

Adjustments for race two allowed Vohland to push winner Demaria to the flag, the Kawasaki even getting alongside the Yamaha at times, and he then settled for a comfortable third to end the afternoon's work.

It had been Dewit's turn to fall in race two, but Werner recovered from eighth to fourth in the 20 minutes remaining, his victims being Everts, Chiodi, Puzar and Karlsson.

Determined to show his first moto was no fluke, "Sandman" clawed back Demaria's lead to nothing by the halfway point of the finale. Plastic marker tape around the rear brake testified to an overexuberant passing attempt, but Dewit refused to give in and by the checkered flag was right on Demaria again.

Only back on a bike since the first of the month after completing his studies, Nations hotshot Beirer suffered lethargic starts all day; Bervoets was riding consistently a pace down on teammate Dewit until a flat rear tire cost him seventh in race three; Tortelli tangled with someone every race; Claudio Federici's first race outside Italy on a 250 ended with a twisted ankle; and Sandro Puzar seemed to spend most of the day dropping laps to try to find someone to follow who was at the same speed as himself. A deserved but unimpressive fifth in race two, the 125cc world champ ended the day protesting vehemently to his pit crew about an unpredictable motor.

Bob Moore ended the day pulling out of motos two and three early. "I flew over on Thursday, and this 250 is completely stock, straight out of the crate, so it is hardly surprising that I am getting left out of the gate," said Moore. "I don't feel comfortable with the suspension over these bumps in the dust, and it was wiser to stop. I start riding the 125 tomorrow and it is my job to win on that this year."

Arizona's Ted Campbell enjoyed his European debut, but his best placing was a 26th in race three after the ruts caught him out a couple of laps from the end of the opener and Campbell demolished a whole section of track fencing.

Beaucaire proved very little, as usual.

Demaria, just back from the States and racing 50 miles from home, and Dewit, forced to train all winter to recover strength after a midseason operation, simply wanted it more than the rest. CN

Beaucaire Classic
Circuit San Roman, Beaucaire
Results: February 18, 1996

O/A: 1. Yves Demaria (Yam); 2. Werner Dewit (Suz); 3. Tallon Vohland (Kaw); 4. Joel Smets (Hbg); 5. Stefan Everts (Hon); 6. Pit Beirer (Hon); 7. Sebastien Tortelli (Kaw); 8. Marnicq Bervoets (Suz); 9. Andrea Bartolini (Yam); 10. Kurt Nicoll (KTM); 11. Jocke Karlsson (Hon); 12. Chicco Chiodi (Yam); 13. Sandro Puzar (Hon); 14. Claudio Federici (Yam); 15. Frederic Bolley (Kaw).

MOTO 1: 1. Werner Dewit; 2. Yves Demaria; 3. Tallon Vohland; 4. Sebastien Tortelli; 5. Kurt Nicoll; 6. Marnicq Bervoets; 7. Pit Beirer; 8. Joakim Karlsson; 9. Claudio Federici; 10. Andrea Bartolini; 11. Frederic Bolley; 12. Mickael Maschio (Hon); 13. Bob Moore (Yam); 14. Takamasa Takagi (Hon); 15. Jaimy Scevenels (Hon).

MOTO 2: 1. Yves Demaria; 2. Tallon Vohland; 3. Joel Smets; 4. Werner Dewit; 5. Sandro Puzar; 6. Stefan Everts; 7. Chicco Chiodi; 8. Andrea Bartolini; 9. Marnicq Bervoets; 10. Pit Beirer; 11. Sebastien Tortelli; 12. Stephane Roncada (Hon); 13. Peter Iven (Kaw); 14. Dirk Geukens (Hbg); 15. Jaimy Scevenels.

MOTO 3: 1. Yves Demaria; 2. Werner Dewit; 3. Tallon Vohland; 4. Stefan Everts; 5. Jocke Karlsson; 6. Joel Smets; 7. Kurt Nicoll; 8. Pit Beirer; 9. Andrea Bartolini; 10. Chicco Chiodi; 11. Marnicq Bervoets; 12. Sebastien Tortelli; 13. Attilio Pignotti (Hon); 14. Rob Herring (Hon); 15. Frederic Vialle (Yam).

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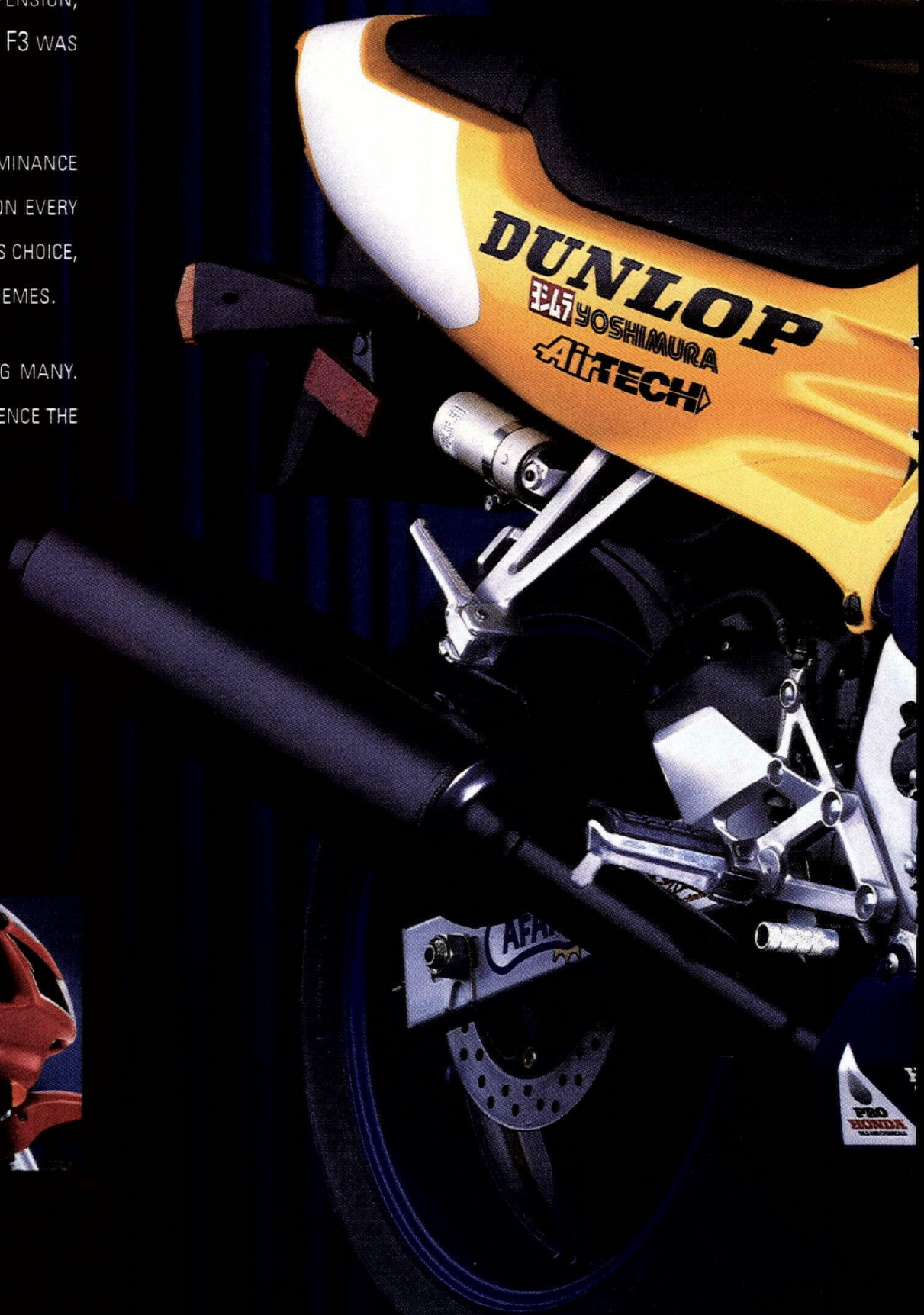

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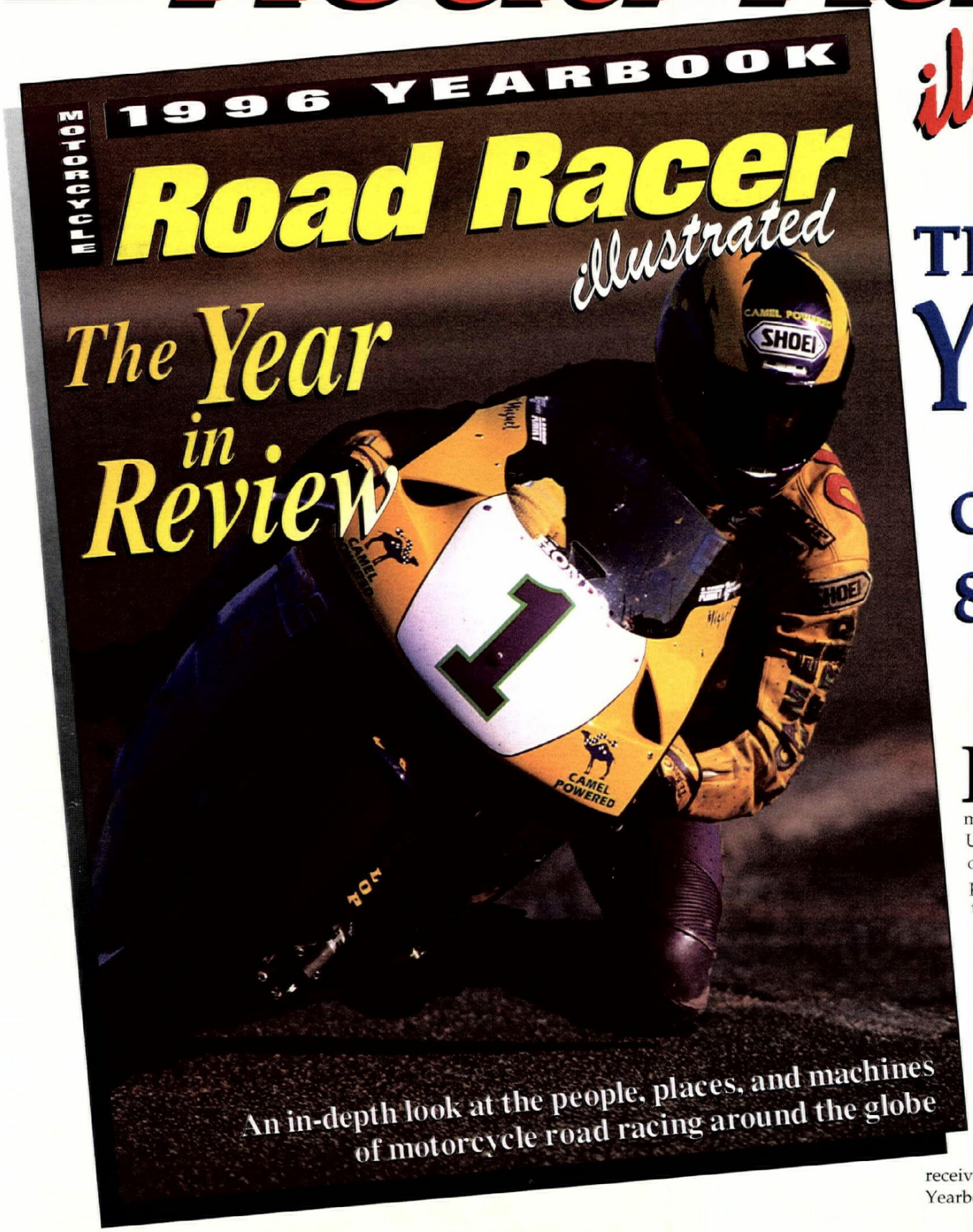
MOTORCYCLE

1996 YEARBOOK

Road Racer *illustrated*



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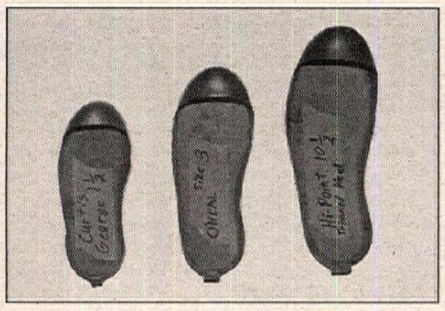

NEW SHOE FOR YOU?
While the concept of the dirt track steel shoe may be as old as dirt, that hasn't stopped **Hot Shoes By George** founder Kelly George from trying to build a better mousetrap. George constructs each one of oil-hardened and tempered steel and then hand contours it to suit any of a variety of tracks or track conditions. After the addition of a stamped mild-steel toe cap, the shoe is hard-faced with an abrasive-resistant mixture, then heat-treated in a furnace before final finishing. George says that he can custom fit a shoe to any boot right down to the smallest youth size. Every shoe comes with a wide nylon strap to keep it on the boot. George builds shoes for the likes of Grand National campaigners Will Davis, Mike Hacker and Davey Camlin. Prices range from $80-100 for youth sizes. Adult sizes are $110. For more information, contact Hot Shoes By George, Dept. CN, 504 Lewis Ave., Norwalk, IA 50211, 515/981-9478.

BLOW BY 'EM
Erion Racing has come out with a new **bolt-on canister** for 1993-96 Honda CBR900RR owners. The 20-inch units are available in either glossy black-finished aluminum or brushed titanium. Erion claims that the muffler is four to five pounds lighter than stock and boasts a one- to two-horsepower gain. The aluminum unit retails for $249. The ti model is an additional $100. For more information, contact Erion Racing, Dept. CN, 1200 N. Barsten Wy, Anaheim, CA, 92806, 714/630-8850.

APPLIED KNOWLEDGE
If you've experienced a breakage with the stock link on your 1996 Suzuki RM125/250, then **Applied Racing** wants you to know about its new **"works links."** The 7075T6 billet-aluminum-constructed links are designed to withstand the stresses of racing. Applied has incorporated greater thickness between the arms and also radiused the sharp edges to prevent stress cracks. All links are CNC-milled and gold-irridite-coated. Applied currently manufactures links with the stock ratio but may offer alternate ratios in the future. Suggested retail price is $154. For more information, contact Applied Racing, Dept. CN, 1115 Industrial Ave., Escondido, CA 92029, 619/743-8190. CN

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This Month's Featured Ride:

Newhall, CA. • Sun., April 13, 14
The DOG RUN
General Route: EASY/CHALLENGING | Options: DIFFICULT

Our 7th annual two day ride marks Team Dual Dogs historic jump into the Dual Sport World with an exciting Spring trip through the 'closed to the public' gates of the Angeles National Forest. It begins from Dick Allen's Yamaha/Honda/Kawasaki/KTM & ATK dealership straight up through mountain ridges overlooking clear views of the San Fernando and Santa Clarita valleys. Our reknowned event crosses rain-swollen canyon creeks to the snow capped mountains of Mt. Wilson and the Angeles Crest Highway area on Saturday, and to the Lake Hughes and Gorman area on Sunday. Free coffee and doughnuts are provided to get you underway, and a Saturday evening barbeque featuring chicken, hamburgers and sensational chili makes the weekend memorable indeed!

Up-Coming Events:

April 28 • White Bros. 4-Stroke World Championships • Glen Helen, CA
May 5 • Chaparral's Cycle Supply/Shamrocks GP & Dual Sport Ride • Glen Helen, CA
June 8-9 • Sequoia Scenic Challenge • Lake Isabella, CA
July 7-12 • Six Days of Northern California • Redding, CA
October 13 • Chaparral's Cycle Supply GP & Dual Sport Ride • Glen Helen, CA
December 15 • Cajon Moutain 200 • Ontario, CA

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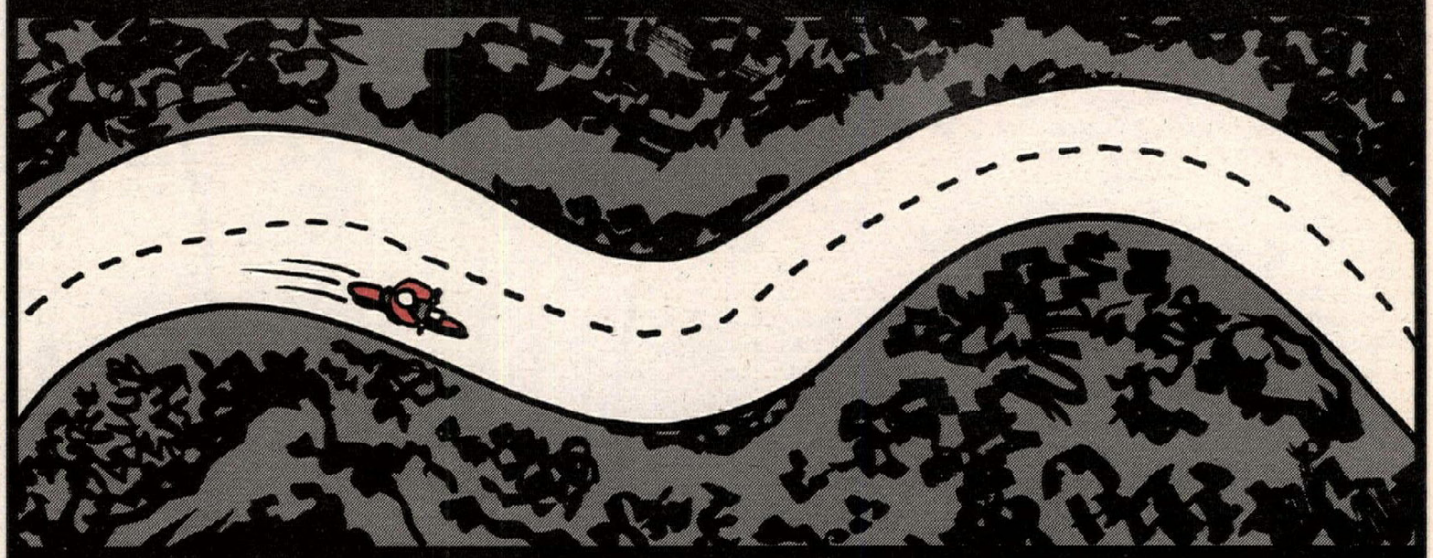

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Camel Motorcycle Week - Daytona Beach, Florida

All events held at Daytona International Speedway unless indicated otherwise. Ticketing information for all races at the Speedway is available by calling 904/253-7223.

Friday, March 1
- Amateur Supercross, Gatorback Cycle Park, Gainesville, 9 a.m., 813/578-1776.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- AMA/Prostar Sunshine Nationals Drag Races, Gainesville Raceway, Gainesville, 1 p.m., 205/852-1101.

Saturday, March 2
- AHRMA/Vintage Iron National MX Series, Gatorback Cycle Park, Gainesville, 8 a.m., 813/578-1776.
- AMA/Prostar Sunshine Nationals Drag Races, Gainesville Raceway, Gainesville, 11 a.m., 205/852-1101.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- St. Augustine Speedway Pro-Am Half Mile, 900 Big Oak Rd., St. Augustine, 7:30 p.m., 904/788-4709.

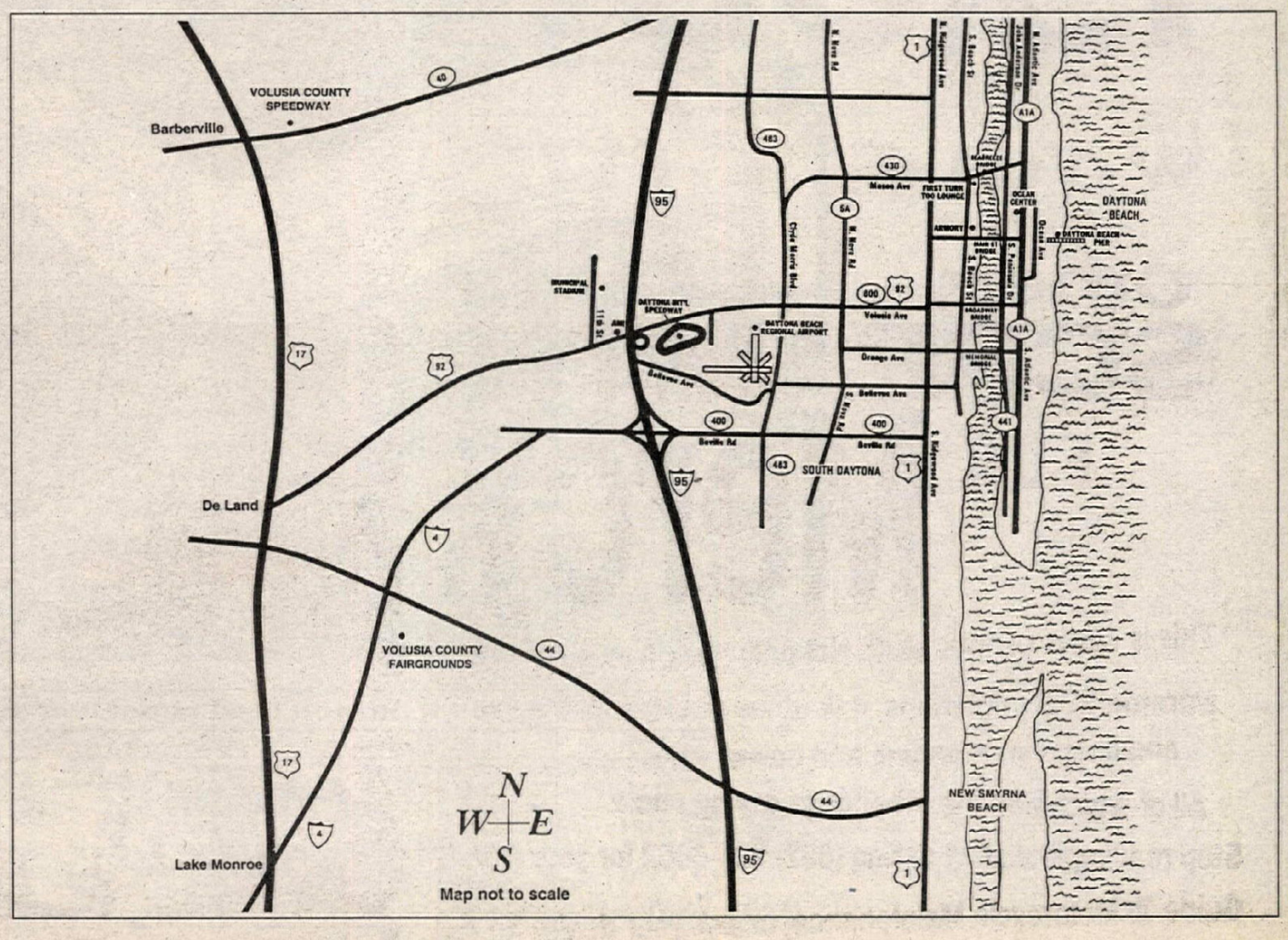
Sunday, March 3
- AHRMA Vintage Road Racing tech inspection, photo shoot and autograph session, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 8 a.m., 800/874-0645.
- AMA/Prostar Sunshine Nationals Drag Races, Gainesville Raceway, Gainesville, 11:30 a.m., 205/852-1101.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- AMA 125/250cc National Championship MX, Gatorback Cycle Park, Gainesville, 1 p.m., 813/578-1776.
- MARS Motorcycle Asphalt Racing Series Pro Half-Mile, Volusia County Speedway, Barberville, 2 p.m., 803/626-9455.
- AMI Southeast Regional Championship Amateur/Youth Short Track, including AHRMA vintage bike national classes, Daytona Municipal Stadium, 3 p.m., 904/788-4709.
- AHRMA/Classic Bike Magazine Dirt Track National, Daytona Municipal Stadium, 5 p.m., 715/842-9699.

Monday, March 4
- AHRMA Concours d'elegance bike show, Daytona International Speedway, 8 a.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International speedway Blvd., 9 a.m., 800/874-0645.
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Seventh Annual Brute Horsepower Shootout, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9:30 a.m.-4 p.m., 800/874-0645.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- AHRMA Classics Vintage National, including BMW Battle of the Legends and Sound of Singles, Daytona International Speedway, 12 p.m.
- Grand National Cross Country amateur/semipro races, ATV classes only, Ocala Motorsports Park, Ocala, Racer Productions, 12 p.m., 304/284-0084.
- Seventh Annual AMI/Youth Southeast Regional Championship dirt track races, including AHRMA vintage bike National classes, Daytona Municipal Stadium, 5 p.m., 904/788-4709.

Tuesday, March 5
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Concours bike show for Norton single-cylinder racers, pit area, Daytona International Speedway, 9 a.m.
- Honda demo rides, in front of Winston Tower at Speedway, 9 a.m.-5 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Yamaha demo rides, Motorcycle Expo at Speedway, 9 a.m.-5 p.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Seventh Annual Brute Horsepower Shootout, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9:30 a.m.-4 p.m., 800/874-0645.
- Bike Week Welcome Center open from 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Indoor Show preview, (HOG members only) Ocean Center, 10 a.m.-6 p.m., 904/254-4500.
- Harley-Davidson Travelling Museum, Ocean Center outside east, 10 a.m.-6 p.m.
- Harley-Davidson Poker Run for the Muscular Dystrophy Association, Ocean Center MDA Booth, 10 a.m.-6 p.m.
- Grand National Cross Country amateur/semipro races, motorcycle classes only, Ocala Motorsports Park, Ocala, Racer Productions, 12 p.m., 304/284-0084.
- Kawasaki demo rides, Motorcycle Expo at speedway, 12 p.m.-5 p.m.
- River City Vintage Short Track, River City Speedway, Palatka, 12 p.m., 918/836-6999.
- Jam-On Productions Sixth Annual Motorcycle Auction, Volusia County Fairgrounds, 12 p.m., 301/336-2100.
- AHRMA Vintage Road Races, including BMW Battle of the Legends, GP Twins finals and BEARS final, Daytona International Speedway, 12 p.m.
- East Bay Pro Half Mile, East Bay Speedway, Tampa, 7 p.m., 203/868-0181.

Wednesday, March 6
- Harley-Davidson Ride-In Bike Show, Ocean Center north lot, 8 a.m.-4 p.m., 904/254-4500.
- Daytona Dirt Riders Association dual-sport ride, Municipal Stadium, 9 a.m., 904/248-0249.
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Honda demo rides, in front of Winston Tower at Speedway, 9 a.m.-5 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Yamaha demo rides, Motorcycle Expo at Speedway, 9 a.m.-5 p.m.
- Kawasaki demo rides, Motorcycle Expo at speedway, 9 a.m.-5 p.m.
- Kawasaki Good Times Owners club tent open, (KGTO members only) Motorcycle Expo at Speedway, 9 a.m.-6 p.m.
- Seventh Annual Brute Horsepower Shootout, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9:30 a.m.-4 p.m., 800/874-0645.
- Bike Week Welcome Center open from 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- Daytona 200 Motorcycle Club's Ninth Annual Alligator Road Tour, one mile west of I-4 on US 92, 10 a.m., 904/788-2110.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m.-6 p.m., 904/254-4500.
- Harley-Davidson Travelling Museum, Ocean Center outside east, 10 a.m.-6 p.m.
- Harley-Davidson Poker Run for the Muscular Dystrophy Association, Ocean Center MDA Booth, 10 a.m.-6 p.m.
- Ninth Annual J. Wood & Co. Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, De Land, 10 a.m.-6:30 p.m., 904/795-8895.
- Easy Ride to the Hard Rock, benefit for the American Diabetes Association Research Program, starts at Klassix Auto Museum and rides to Hard Rock Cafe at Universal Studios Florida, 11 a.m., 800/741-5698.
- AHRMA/Speed & Sport Trials National, Florida Motorsports Complex, Ocala, 11 a.m.
- River City Vintage Short Track, River City Speedway, Palatka, 12 p.m., 918/836-6999.
- AHRMA Awards Banquet, De Land Holiday Inn, guests include Geoff Duke, six-time World Champion, plus the BMW Battle of the Legends riders, advance ticket sales only, 7 p.m., 715/842-9699.
- Harley-Davidson Dresser Light Show, Ocean Center north lot, 7:30 p.m., 904/254-4500.

Thursday, March 7
- Harley-Davidson Ride-In Bike Show, Ocean Center north lot, 8 a.m.-4 p.m., 904/254-4500.
- 46th Alligator Enduro, Tomoka Farms Road west of Speedway, 9 a.m., 904/248-0249.
- International Motorcycle Show, outside Speedway main grandstand, 9 a.m.-6 p.m.
- AHRMA/Ohio Valley BSA Club vintage ride, open to pre-1974 motorcycles, Stetson University Edmunds Center, De Land, 9 a.m.
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Honda demo rides, in front of Winston Tower at Speedway, 9 a.m.-5 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Yamaha demo rides, Motorcycle Expo at Speedway, 9 a.m.-5 p.m.
- Kawasaki demo rides, Motorcycle Expo at speedway, 9 a.m.-5 p.m.
- Kawasaki Good Times Owners club tent open, (KGTO members only) Motorcycle Expo at Speedway, 9 a.m.-6 p.m.
- Team Suzuki tent open, Motorcycle Expo at speedway, autograph sessions with Team Suzuki members, 9 a.m.-6 p.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Seventh Annual Brute Horsepower Shootout, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9:30 a.m.-4 p.m., 800/874-0645.
- Indian Motorcycle Illustrated Rally and Show, Klassix Auto Museum, 2909 International Speedway Blvd., 10 a.m.-4 p.m., 904/252-3800.
- Jam-On Productions 18th Annual Daytona Swap Meet, Sidecar and Trike Day, Volusia County Fairgrounds, 10 a.m.-6 p.m., 301/336-2100.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m.-6 p.m., 904/254-4500.
- Harley-Davidson Travelling Museum, Ocean Center outside east, 10 a.m.-6 p.m.
- Harley-Davidson Poker Run for the Muscular Dystrophy Association, Ocean Center MDA Booth, 10 a.m.-6 p.m.
- Ninth Annual J. Wood & Co. Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, De Land, 10 a.m.-6:30 p.m., 904/795-8895.
- Harley-Davidson SuperTwins qualifying, Daytona International Speedway, 12:40 p.m.
- 250cc GP heat races, Daytona International Speedway, 1:10 p.m.



- 750cc SuperSport qualifying, Daytona International Speedway, 1:40 p.m.
- The Race for the Pole, Superbike Qualifying for the Daytona 200, Daytona International Speedway, 2:40 p.m.
- AHRMA/Classic Bike Magazine Dirt Track National, St. Augustine Speedway, St. Augustine, 5 p.m., 715/842-9699.
- Team Obsolete Banquet, De Land Holiday Inn, De Land, guests include Jim Redman, Giacomo Agostini and Kel Carruthers, advance tickets only, 7 p.m., 718/596-0504.
- St. Augustine Speedway Pro Half-Mile, 900 Big Oak Rd., St. Augustine, 7:30 p.m., 904/788-4709.
- Honda Rider's Club of America Dinner with the Honda Race Team (HRCA members only), Major Moultrie's Restaurant, Indigo Drive, 7:30 p.m., 800/847-4722.

Friday, March 8

- International Motorcycle Show, outside Speedway main grandstand, 9 a.m.-6 p.m.
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Honda demo rides, in front of Winston Tower at Speedway, 9 a.m.-5 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Yamaha demo rides, Motorcycle Expo at Speedway, 9 a.m.-5 p.m.
- Kawasaki demo rides, Motorcycle Expo at speedway, 9 a.m.-5 p.m.
- Kawasaki Good Times Owners club tent open, (KGTO members only) Motorcycle Expo at Speedway, 9 a.m.-6 p.m.
- Team Suzuki tent open, Motorcycle Expo at speedway, autograph sessions with Team Suzuki members, 9 a.m.-6 p.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Boardwalk Classic Bike Show, Boardwalk Amusement Area, 9 a.m., 203/425-8777.
- Seventh Annual Brute Horsepower Shootout, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9:30 a.m.-4 p.m., 800/874-0645.
- Crane Cams Open House, 530 Fentress Blvd., plant tours, custom bike display and free refreshments, 9:30 a.m.-2:30 p.m., 904/252-1151.
- Seventh annual Brute Horsepower Shootout Awards Ceremony, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 4 p.m., 800/874-0645.
- Bike Week Welcome Center open from 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- Jam-On Productions 18th Annual Daytona Swap Meet, Antique Bike Day and show, including Great American Rodeo at 2 p.m., Volusia County Fairgrounds, 10 a.m.-6 p.m., 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m.-6 p.m., 904/254-4500.
- Harley-Davidson Travelling Museum, Ocean Center outside east, 10 a.m.-6 p.m.
- Harley-Davidson Poker Run for the Muscular Dystrophy Association, Ocean Center MDA Booth, 10 a.m.-6 p.m.
- Ninth Annual J. Wood & Co. Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, De Land, 10 a.m.-6:30 p.m., 904/795-8895.
- 600cc SuperSport qualifying, Daytona International Speedway, 12:20 p.m.
- Final qualifying sessions for Superbike, Daytona International Speedway, 1:20 p.m.
- 750cc SuperSport final (50 miles), BMW Battle of the Legends final (5 laps), 250cc GP final (100 kilometers), Daytona International Speedway, 3:40 p.m.
- Daytona Budweiser AMA 600cc National Championship Dirt Track, Municipal Stadium, 8 p.m.

Saturday, March 9

- 16th Annual AHRMA Concours d'elegance bike show, Volusia County Court House, De Land, 8 a.m.
- Rat's Hole Custom Chopper Show, Ocean Center parking lot, 8 a.m.-dusk, 813/327-0667.
- Eighth Annual Motorcycle Heritage Museum Breakfast, Indigo Lakes Golf Club, guest speaker Bill Hufnagle, RSVP by Feb. 26, 9 a.m., 614/891-2425.
- American Iron Classic and Custom Motorcycle, Pickup and Car Show, Klassix Auto Museum, 2909 International Speedway Blvd., 9 a.m., 904/252-3800.
- International Motorcycle Show, outside Speedway main grandstand, 9 a.m.-6 p.m.
- Harley-Davidson and Buell demo rides, northeast corner of Speedway, 9 a.m.-3 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Kawasaki demo rides, Motorcycle Expo at speedway, 9 a.m.-5 p.m.
- Kawasaki Good Times Owners club tent open, (KGTO members only) Motorcycle Expo at Speedway, 9 a.m.-6 p.m.
- Team Suzuki tent open, Motorcycle Expo at speedway, autograph sessions with Team Suzuki members, 9 a.m.-6 p.m.
- Open house and tours, American Motorcycle Institute campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Ninth Annual J. Wood & Co. Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet, Stetson University Edmunds Center, De Land, 10 a.m., 904/795-8895.
- Bike Week Welcome Center open 10 a.m.-10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m.-4 p.m., 904/254-4500.
- Harley-Davidson Travelling Museum, Ocean Center outside east, 10 a.m.-4 p.m.
- Jam-On Productions 18th Annual Daytona Swap Meet, European Bike Day, Volusia County Fairgrounds, 10 a.m.-6 p.m., 301/336-2100.
- Harley-Davidson Auction for the Muscular Dystrophy Association, Ocean Center Arena, 12 p.m.
- 26th Daytona Supercross by Honda, Daytona International Speedway, 1 p.m.
- AMA Grand National Championship Series Short Track, Municipal Stadium, 8 p.m.

Sunday, March 10

- Blessing of the Bikes, St. Paul's Catholic Church, US Rt. 1, followed by a ride to Bellair Plaza for parade start, 7:30 a.m., 904/255-0981.
- Harley-Davidson Parade to Daytona International speedway, leaves Bellair Plaza, south AIA, 9 a.m., 904/255-0981.
- Harley Heaven opens at Daytona International Speedway, Turn 3 grandstands, 10 a.m., 904/254-2700.
- Jam-On Productions 18th Annual Daytona Swap Meet, Volusia County Fairgrounds, 10 a.m.-6 p.m., 301/336-2100.
- International Motorcycle Show, outside Speedway main grandstand, 9 a.m.-1 p.m.
- Honda Rider's Club of America Hospitality Tent open, (HRCA members only) in front of Winston Tower, 9 a.m.-5 p.m., 310/783-3787.
- Kawasaki Good Times Owners club tent open, (KGTO members only) Motorcycle Expo at Speedway, 9 a.m.-6 p.m.
- Team Suzuki tent open, Motorcycle Expo at speedway, autograph sessions with Team Suzuki members, 9 a.m.-6 p.m.
- HP4 600cc SuperSport final (103 kilometers), Daytona International Speedway, 11 a.m.
- Progressive Insurance Harley-Davidson SuperTwins final (25 miles), Daytona International Speedway, 12 p.m.
- 55th Daytona 200 by Arai Superbike Classic, Daytona International Speedway, 1:30 p.m.

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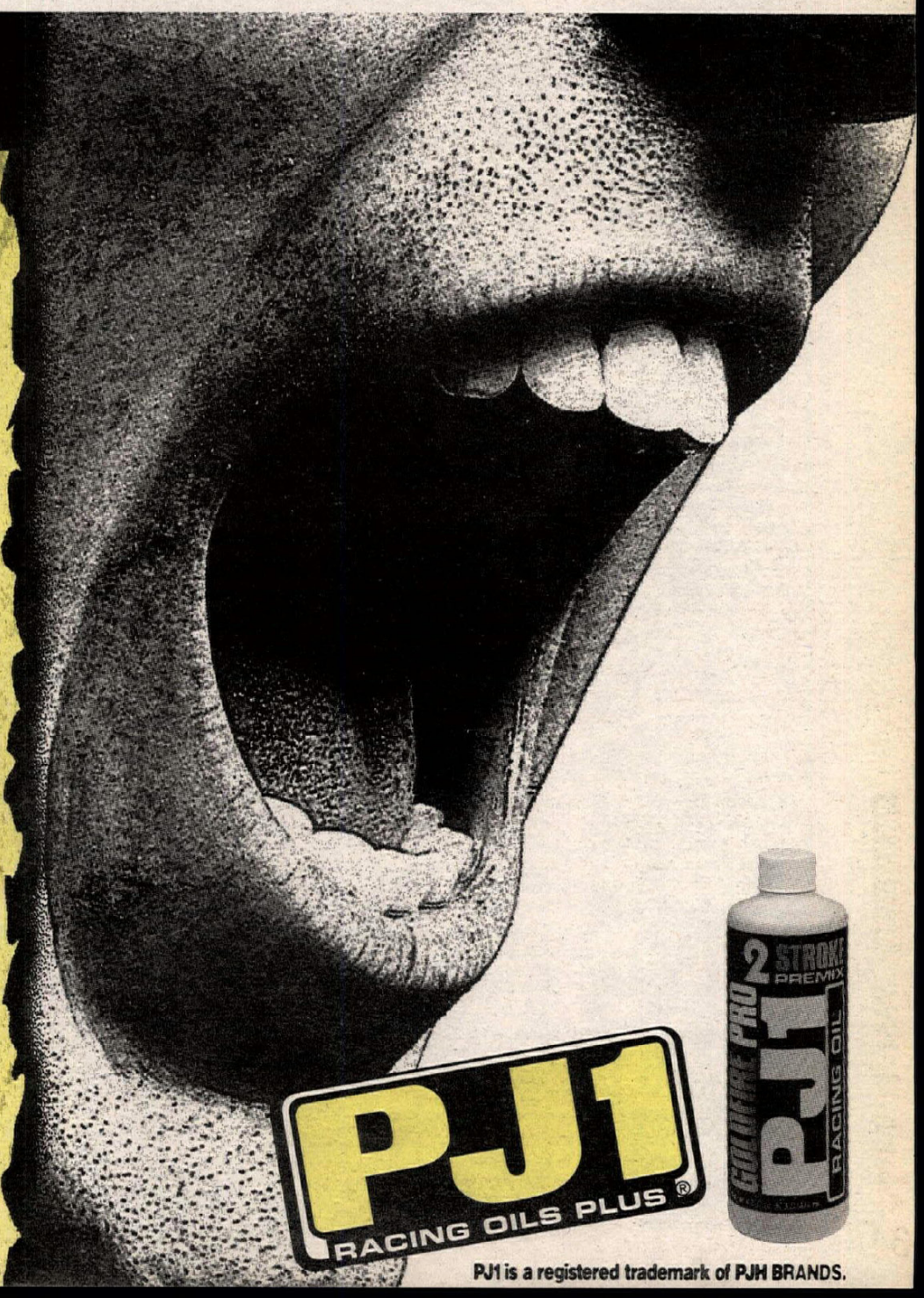

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#157F) 1995 Troy AMA National MX
Round #7 of 250cc action from Kenworthy's MX in Troy, Ohio. 47 minutes from Motovideo. **$24.95**

(#152F) 1995 Unadilla AMA National MX
Round #8 of 250cc action from the infamous Unadilla circuit in New Berlin, New York. 47 minutes from Motovideo. **$24.95**

(#158F) 1995 Millville AMA National MX
Round #9 of 250cc action from the sandy & rough Millville, Minnesota track. 47 minutes from Motovideo. **$24.95**

(#159F) 1995 Washougal AMA National MX
Round #10 of 250cc action from the Washington's picturesque Washougal Motocross Park. 47 minutes from Motovideo. **$24.95**

(#160F) 1995 Binghamton AMA National MX
Round #11 of 250cc action from Binghamton, New York. 47 minutes from Motovideo. **$24.95**

(#161F) 1995 Delmont AMA National MX
Final round of 250cc action from Pennsylvania's Steel City Raceway. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayie over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#314F) 1995 Dallas Supercross
Round #12 of 125/250cc U.S. Supercross Series action from Texas Stadium in Dallas. 47 minutes from Motovideo. **$24.95**

(#313F) 1995 Cleveland Supercross
Round #13 of 125/250cc U.S. Supercross Series action from Cleveland stadium. 47 minutes from Motovideo. **$24.95**

(#311F) 1995 San Jose Supercross
Round #14 of 125/250cc U.S. Supercross Series action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo. **$24.95**

(#315F) 1995 Las Vegas Supercross
Final round (#15) of 125/250cc U.S. Supercross Series action from the Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo. $24.95

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Tripie World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the

roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video. **$24.95**

(#60A) MX-Posed: Volume #1/2
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

(#10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). Produced by Fleshwound Films. 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?

- 1995 Motocross des Nations
- 1995 125cc World Motocross Series Review
- 1995 250cc World Motocross Series Review
- 1995 500cc World Motocross Series Review
- Supermac Attack: 1995 Supercross Series Review
- 1995 Troy AMA National MX
- 1995 Unadilla AMA National MX
- 1995 Millville AMA National MX
- 1995 Washougal AMA National MX
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- 1995 125/250cc Grand Prix RR Series Review
- 1995 World Trials Review
- Dangerous Damon Huffman
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Team Green's Dustin Nelson emerged victorious in the 250cc Pro class when the CMC/MSR Golden State MX Series visited Barona Oaks Raceway.

CMC/SMSR Golden State Nationals: Round 4

Nelson nails one

By Scott Hoffman

RAMONA, CA, FEB. 11

Team Green/FMF-backed Dustin Nelson romped all over the competition to take the 250cc Pro-class win in round four of CMC's MSR Golden State Nationals at one of Southern California's oldest tracks, Barona Oaks Raceway.

In moto one, Max Gazzacata pulled the holeshot followed by Nelson and Tommy Clowers. Gazzacata was all over the track during the first lap. Nelson made the pass early, but Gazzacata slammed his way back while his feet were flying all over the place. Before the end of the first lap, Nelson was able to move into the lead without being taken out by Gazzacata, who fell off the pace and slipped back quickly. Clowers and Scott Sheak were up front, but Nelson continued to pull out a lead on the field.

Casey Johnson gated sixth off the start but was on the move. Johnson made a pass on Mike Brandes and inherited third after Sheak ran into problems. By the halfway point Johnson was in second and set his sights on Nelson. Johnson slowly reeled in Nelson and, with a few laps remaining, was all over the leader's rear tire. On the last lap Johnson pulled out a few tricks but was unable to make the pass stick. At the finish it was Nelson, Johnson and Clowers.

Nelson was fired up as the gate dropped for the second moto. Without hesitation, Nelson was out front and leaving his competition in the dust. Bader Manneh, Mark Broadbelt and Chris Wheeler were up front, but could not match the speed of Nelson. Broadbelt quickly fell off the pace as Manneh took over the runner-up position. With Nelson out front, the man to watch was Johnson, who left the line in midpack and before the end of the second lap was challenging for third.

"I got a bad start and I was feeling a little tired after racing the night before and not getting much sleep," said Nelson.

Johnson kept pushing. First he picked off Dag Boyesen, and one lap at a time he dropped Wheeler and then Manneh back one spot. Johnson held second and was moving in to take over the lead, but time was a factor and the checkered flag flew before he had a chance to take over. In the end it was Nelson with the well-deserved win, followed by Johnson and Manneh.

In the Vet Beginner class, Glenn DeLatorre took the win followed by close competition from Gilbert Reed and Mike Aiken. In the first moto it was DeLatorre with the early lead, followed by Aiken and Stumpy Bales. Aiken quickly took over the lead on the second lap and held the position to the finish. DeLatorre held his ground in second, but was unable to retake the lead. Bales would fall back as Reed made a charge after a poor start. Reed started close to last and was able to slice his way through the field to reel in the leaders.

In the second moto Bales pulled the holeshot, followed by Karl Scanlan and DeLatorre.

Bales held the lead for the first lap, but he succumbed to the pressure and dropped back. DeLatorre was not ready to sit back and settle for second place again. DeLatorre picked off Scanlan and motored away in the lead. DeLattorre rode smart in the second race and did everything to protect his lead. When the race was over, DeLattorre took the win as well as the overall while Reed took second for the day over Aiken.

In other race action, Danny Carlson killed the competition in the Super Mini class by sweeping both motos over Tim Larodon and Ivan Tedesco. Bobby Bonds and Sean Hamblin finished strong in moto one, but could not put it together in the second race. CN

Results

P/W (4-6): 1. Cole Seeley (PAX); 2. Justin Whales (KTM); 3. Jared Partridge (KTM); 4. Dustin Enochs (LEM); 5. Chase Takacs (KTM).

P/W (7-9): 1. Chris Blose (KTM): 2. Ryan Roybad (KTM): 3. Michael LaPaglia (KTM); 4. Jason Griffin (KTM): 5. Herald Rodriguez (KTM).

P/W MOD: 1. Chris Blose (Yam); 2. Cas Swift (LEM); 3. Cole Seeley (KTM); 4. Justin Whaler (KTM); 5. Ryan McClintock (KTM).

60 (0-8): 1. Chris Blose (Kaw); 2. Ryan Roybal (Kaw); 3. Ricky Hemme (Kaw); 4. Andy Fay (Kaw); 5. Mark Procelle (Kaw).

60 (9-11): 1. Daryl Ecklund (Kaw); 2. Sean Collier (Kaw); 3. Chris Nihan (Kaw); 4. Billy Swappp (Kaw); 5. Andy Pierce (Kaw).

80 BEG: 1. Richard Owens (Yam); 2. Nicholas Burson (Suz); 3. James Fuller (Hon); 4. Cas Swift (Kaw); 5. Aaron Bergantz (Suz).

80 (7-11): 1. Emitt Kling (Suz); 2. Shane Bess (Suz); 3. Kyle Partridge (Suz); 4. Jesus Casillas (Yam); 5. Daton Beavers (Hon).

80 (12-13): 1. Chris Rogers (Suz); 2. Dustin Watson (Suz); 3. Ross Garcia (Yam); 4. Nathan Crawford (Suz); 5. Sean Hamblin (Yam).

80 (14-16): 1. Ivan Tedesco (Kaw); 2. Bill Payne (Kaw); 3. Danny Carlson (Hon); 4. Rim Langdon (Kaw); 5. Brandon Morgan (Yam).

S/MINI: 1. Danny Carlson (Hon); 2. Tim Langdon (Kaw): 3. Ivan Tedesco (Kaw); 4. Brandon Morgan (Yam); 5. Jesus Casillas (Yam).

125 BEG: 1. Bob Arens (Suz); 2. Steve Clevenger (Yam); 3. Coreh Hoer (Suz); 4. Robby Hock (Suz); 5. Jeff Taylor (Suz).

125 JR D-1: 1. Jeremy Chaussee (Kaw); 2. Jahoda Marek (Kaw); 3. Shannon Johnson (Hon); 4. Cory Gibbons (Hon); 5. Bryan Jarmillo (Hon).

125 JR D-2: 1. Tomas Buecenec (Suz); 2. Bean Baron (Hon); 3. Tim Geodi (Kaw); 4. Collin Smith (Yam); 5. Ron Loftin (Hon).

125 INT: 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Shawn Ellis (Yam); 4. Tim Beatty (Yam); 5. Danny Montoya (Suz).

125 PRO: 1. Casey Johnson (Kaw); 2. Chris Wheeler (Suz); 3. Tommy Clowers (Suz); 4. Scott Sheak (Suz); 5. Mike Brandes (Suz).

250 BEG: 1. Chad Shupp (Suz); 2. Scott McCollough (Yam); 3. Eric Kaiser (Yam); 4. Dominic Gayton (Suz); 5. Sam Freedy (Hon).

250 JR: 1. Jeremy Chausee (Yam); 2. Craig Monty (Kaw); 3. Chris Finley (Kaw); 4. David Hopfe (Hon); 5. Kevin Coleman (Hon).

250 INT: 1. Doug Parsons (Suz); 2. Mike Kucirek (Suz); 3. Darrin Hoer (Suz); 4. Antte Isomaki (Yam); 5. Andy Anaya (Yam).

250 PRO: 1. Dustin Nelson (Kaw); 2. Casey Johnson (Kaw); 3. Bader Manneh (Suz); 4. Shawn Perolio (Kaw); 5. Tommy Clowers (Suz).

500 PRO: 1. Frank Zelecka (Hon); 2. Carl Gazafy (Hon); 3. Gary Doggett (Hon); 4. George Grant (Kaw); 5. Rich Hansen (Hon).

UTH AM: 1. Jon Levey (Yam); 2. J.J. Petchel (Hon); 3. John Flores (Yam); 4. Mark Brooks (Suz); 5. Scott Hoffman (Kaw).

UTH MSTR: 1. Darrin Hoeft (Suz); 2. Billy Frank (Kaw); 3. Mike Kucirek (Hon); 4. Lance Johnson (Yam); 5. Mike Dunlap (Hon).

25+ PRO: 1. Dag Boyesen (Suz): 2. Bader Manneh (Hon); 3. Terry Fowler (Kaw); 4. Ismo Vehkonen (Yam); 5. Mark Easley (Kaw).

VET BEG: 1. Glenn DeLatorre (Suz); 2. Gilbert Reed (Yam); 3. Mike Aiken (Yam); 4. Gene Ordelman (Yam); 5. David Charette (KTM).

VET JR: 1. Jim Kunte (Yam): 2. Jerry Jackson (Hon); 3. Jim Wiliman (Yam); 4. Tom Beli (Hon); 5. Rob Healy (Hon).

VET INT: 1. Scott Wilkinson (Suz); 2. Mark Brooks (Suz); 3. Don Connelly (Suz); 4. Joel Harriott (Yam); 5. Chris Craft (Suz).

VET PRO: 1. Terry Flower (Kaw); 2. Micky Dymond (Kaw); 3. Gregg Dungan (Hon).

VET MSTR: 1. Jim Holley (Yam); 2. Martin Klossner (Yam); 3. Pete Murray (Suz); 4. Jon Zahrt (Yam); 5. Merl Hammer (Yam).

O/T AM: 1. Del Ocheltree (Suz); 2. Joe Stern (Hon); 3. Kirk Chapman (Kaw); 4. Karl Scanlon (Yam); 5. Dan McClintock (Yam).

O/T MSTR: 1. Mark White (Yam); 2. Mark Brooks (Suz); 3. Gary Doggett (Hon); 4. Carl Gazafy (Hon); 5. Ron Rum (KTM).

WMN: 1. Corina Chinen (Kaw); 2. Jodi Hollow (Suz); 3. Jennifer Nelson (Kaw); 4. Stacy Breamer (Yam); 5. Tricia Young (Yam).

Ferry flies at Orlando MX

By Lou Whitney

ORLANDO, FL, FEB. 18

A record number of spectators filled the bleachers and lined the trackside fence at the Orlando Motocross Park to witness a day of awesome racing at round two of the Yamaha Sunshine State Championship Motocross Series.

Tim Ferry of Team Suzuki took the early lead in the first moto of the Open Money class. Not far behind was John Collins, a former Pro rider who only races four or five times a year. Ferry stretched out his lead and made the challenging Orlando track look easy. Lampe overtook Davis in lap three, but made a mistake in the next lap and found himself back in ninth place. Collins started working his way up in lap four and took over the number-four spot. In lap seven Collins had worked his way by Tipping, and in lap eight he overtook Gardner to gain the number-two position. The hard charge by Collins still didn't close the gap between him and Ferry. Ferry took the first moto and pleased the crowd with a little styling over the finish-line tabletop. Rounding out the top five were Collins, Gardner, Tipping and Chad Shepard.

Gardner surprised everyone by getting the holeshot over Ferry. Gardner kept up a fierce pace and Ferry couldn't get by until late in lap three. Collins dropped out of the race with a flat rear tire. Davis appeared to have a solid third place until Tipping turned on the afterburners and caught up with him and passed him in lap four. Shepard, who got a midpack start, worked his way up to fourth by lap six. At the checkered flag it was Ferry with Gardner not too far behind. Gardner was still driving hard as he sailed over the finish-line jump. Tipping, Shepard and Davis finished a very respectable third, fourth and fifth.

Results

P/W BEG: 1. Robby Renner (Yam); 2. Jeffery Faeche (Yam); 3. Tim Principato (Yam); 4. Devin Sabater (Hon); 5. Sean Van Arsdale (Yam).

P/W STK (4-6): 1. Devon Yelenosky (LEM); 2. Tony Rohonelli (KTM); 3. Kurtis Halliwell (LEM); 4. Dean Dyes (LEM); 5. Cody Thompson (KTM).

P/W STK (7-9): 1. Kyle Chisholm (Cob); 2. Philip Hewett (Cob); 3. Donald Solley (Cob); 4. Danny Weyer (KTM); 5. Cody Neff (KTM).

P/W MOD: 1. Kyle Chisholm (Cob); 2. Ricky Renner (Cob); 3. Nick McEntee (Cob); 4. Cody Neff (LEM); 5. Dean Dyes (LEM).

60 (5-8): 1. Randi Gamble (Kaw); 2. Bill Brighton (Kaw); 3. Trey Thompson (Kaw); 4. Kyle Chisholm (Kaw); 5. Daniel Willman (Kaw).

60 (9-11): 1. Matt Goerke (Kaw); 2. Barrett Smith (Kaw); 3. Cody Roth (Kaw); 4. Forrest Smith (Kaw); 5. Levi Sammons (Kaw).

80 BEG: 1. Travis Jansen (Hon). 2. J.R. Brewer (Suz); 3. Brett Pace (Suz); 4. Jesse Richards (Kaw); 5. Philip Hewett (Suz).

80 (7-11): 1. Don Truman (Kaw); 2. Quinton Bigalow (Yam); 3. Jeff Moore (Suz); 4. Chris Kasavage (Yam); 5. Dustin Lynn (Suz).

80 (12-15): 1. Robert Farnell (Yam); 2. Josh Faustino (Suz); 3. Ryan Davis (Kaw); 4. Paul Perebijnos (Hon); 5. Mike Stevenson (TM).

S/MINI: 1. Robert Farnell (Yam); 2. Josh Faustino (Suz); 3. Ryan Davis (Kaw); 4. Mike Stevenson (TM); 5. Chad Sanden (Suz).

YTH (15-24): 1. Mike Bragg (Hon); 2. Alex Minot (Hon); 3. Travis Willis (Suz); 4. Clint Frank (Hon); 5. Jason Brown (Hon).

125 BEG: 1. Brian Babemitch (Suz); 2. David Donely (Hon); 3. Steve Bass (Kaw); 4. Dan Hawkins (Suz); 5. Justin Blake (Suz).

125 C: 1. Andrei Boloni (Suz); 2. Ed Higgins (Suz); 3. Chris Buck (Hon); 4. Ralph Martin (Kaw); 5. Christopher Lopez (Suz).

125 B: 1. Ronnie Renner (Yam); 2. Jeremy Shuttleworth (Suz); 3. Robert Stevenson (Suz); 4. Scott LaBerge (Kaw); 5. Robert Farnell (Yam).

250/500 BEG: 1. Alvin Moore (Suz); 2. Leland Prewitt (Hon); 3. Ron Twilley (Hon); 4. Lee Hawkins (Suz); 5. Shane Roberts (Hon).

250/500 C: 1. Ed Higgins (Suz); 2. Mike Delano (Hon); 3. Sean Franco (Hon); 4. Gene Garner (Yam); 5. Steve Wilcox (Suz).

250/500 B: 1. Mike Bragg (Hon); 2. Travis Willis (Suz); 3. Tom Dixon (Hon); 4. Jay Taylor (Hon); 5. Scott LaBerge (Yam).

OPEN MNY: 1. Tim Ferry (Suz); 2. Todd Gardner (Hon); 3. Jarrett Tipping (Suz); 4. Chad Shepard (Suz); 5. Ronnie Renner (Yam).

25+: 1. Benton Smith (Yam); 2. Bryan Abel (Suz); 3. Tim Eggers (Suz); 4. Todd Gardner (Hon); 5. Jeff Chrisafulli (Hon).

30+: 1. John Collins (Yam); 2. Dean Dyess (Yam); 3. John Franco (Suz); 4. Jeff Crissafulli; 5. Tim Eggers (Suz).

35+: 1. Dell Miller (Kaw); 2. Dean Dyess (Yam); 3. Danny Davis (Hon); 4. Willis Brock (Hon); 5. Tom Bragg (Hon).

40+: 1. Eric Harvey (Yam); 2. Danny Davis (Hon); 3. Tom Bragg (Hon); 4. Greg Bobka (Hon); 5. Tom Fogg (Kaw).

50+: 1. Al Gardner (Hon); 2. John Logsdon (Hon); 3. George Singler (Hon); 4. Frank Carillo (Hon); 5. Tom Nicholson.

WMN: 1. Heather Sawchuck (Hon); 2. Colleen Millsaps (Yam); 3. Brianna Millsaps (Kaw); 4. Lauren O'Brien (Kaw).

Ramsey rules Asheville Indoor Motocross

By Barbara Williams

ASHEVILLE, NC, FEB. 9-10

The last round of the AMA Indoor Winter Series hosted 516 riders competing for cash and prizes in the Western North Carolina Ag Center.

Nathan Ramsey won only one of the four Pro races, but ended up the big money winner, putting together the first, two seconds, a fourth and Friday night's jumping contest for a total of $850.

Davey Yezek holeshot Friday's 125cc A main event and led to the finish. Jim Chester clawed his way up from a midpack start, combining aggressive corner-stuffs with heart-stopping jump-passes to claim second.

Ramsey and Chester rocketed off the gate at the head of the 250cc A pack and diced for the lead. Ramsey slid out on the last lap giving it to Chester and remounting just in time to finish second.

Saturday night's 125cc A battle was all Ramsey, from start to finish. Chester threatened early in the race, but a bump-up with Humphrey delayed both of them and gave Ramsey some welcome breathing room. Ramsey took the win on cruise control.

Jim Neese mirrored Ramsey's earlier performance as he took command on the 250cc A start and never looked back. Neese' carved out corners, skipped over whoops and blasted berms to keep everyone behind him. Ramsey was able to close up and let Neese know he was thinking seriously about a pass, but the pesky rut at the entrance to the whoops held up Ramsey just enough to put Jim out of reach. Keith Bowen, Chester and Adam Humphrey put on a terrific show for the crowd, with their aggressive racing and spectacular jumps during their fight for third, which was finally claimed by Bowen.

Results

Friday

50 (4-6): 1. Bradley Pace (KTM); 2. Brandon Large (LEM); 3. David Fine (LEM); 4. Easton Hawkins (LEM); 5. Michael Morrow (LEM).

50 (7-8): 1. Chase Beck (Cob); 2. Jake Posey (Cob); 3. Michael Ridge (Cob); 4. Brett Slater (KTM); 5. Eric Browning (KTM).

65 (7-9): 1. Michael Willard (Kaw); 2. Christopher Robertson (Kaw); 3. Jake Posey (Kaw); 4. Philip Ivers Jr. (Kaw); 5. Casey Martin (Kaw).

65 (10-11): 1. William Browning II (Kaw); 2. Brandon Ellenburg (Kaw); 3. Jeffrey Fields (Kaw); 4. D.C. Thomason (Kaw); 5. Wade Cordell (Kaw).

80 D: 1. Dustin Walker (Yam); 2. Kyle Justice (Kaw); 3. Ben Johnson (Yam); 4. Wilson Coker (Kaw); 5. Shawn Henson (Hon).

JR MINI: 1. William Browning (Yam); 2. Jason Bault (Suz); 3. Jarred Burrell (Suz); 4. Kyle Justice (Kaw); 5. Jeffrey Fields (Yam).

SR MINI: 1. Casey Barnes (Suz); 2. Ben Riddle (Kaw); 3. Danny Smith (Kaw); 4. Travis Reagan (Kaw); 5. J.R. Carter (Kaw).

S/MINI: 1. Ben Riddle (Kaw); 2. Casey Barnes (Suz); 3. Danny Smith (Kaw); 4. Daniel Tesh (Kaw); 5. Brannon Ferguson (Kaw).

125 A: 1. Davey Yezek (Suz); 2. Jim Chester (Suz); 3. Adam Humphrey (Suz); 4. Nathan Ramsey (Suz); 5. Mike Katin (Hon).

125 B: 1. Jason Thompson (Kaw); 2. Paul Justus (Yam); 3. Chris Mowery (Suz); 4. Eric Barnes (Suz); 5. Marcus Hedrick (Suz).

125 C: 1. Timmy Morrison (Kaw); 2. Derick Hedrick (Suz); 3. Joshe Clark (CZ); 4. Marty Smith (Kaw); 5. Greg Robertson (Hon).

125 D: 1. Dane Laney (Hon); 2. Tim Gunter (Yam); 3. Casey Strickland (Hon); 4. April Thomason (Suz); 5. Steve Wise (Suz).

250 A: 1. Jim Chester (Suz); 2. Nathan Ramsey (Suz); 3. Keith Bowen (KTM); 4. Matt Shue (Yam); 5. Davey Yezek (Suz).

250 B: 1. Marcus Hedrick (Suz); 2. Christopher Kuhn (Kaw); 3. Furman Parton (Hon); 4. David Owens (Suz).

250 C: 1. Gregg Lunsford (Hon); 2. Joshe Clark (CZ); 3. Joshua Cagle (Kaw); 4. William Lackey (Hon); 5. Scott Minyard (Hon).

U/L AM: 1. Paul Justus (Yam); 2. Jason Thompson (Kaw); 3. Josh Whitmire (Suz); 4. Christopher Kuhn (Kaw); 5. Eric Barnes (Suz).

25+: 1. Mike Padgett (Yam); 2. Furman Parton (Hon); 3. Jimmy Pitcock (Suz); 4. Brian Justice (Yam).

30+: 1. Daniel Travis Bell (Suz); 2. Chris Haizlip (Suz); 3. Sam Reese (Suz); 4. Michael Purvis (Yam); 5. Charles Mitchell (Hon).

Saturday

50 (4-6): 1. Davin Price (KTM); 2. Bradley Pace (KTM); 3. Dakota Beavers (KTM); 4. David Fine (LEM); 5. Brandon Large (LEM).

50 (7-8): 1. Chase Beck (Cob); 2. Jake Posey (Cob); 3. Bradley Wright (Cob); 4. Patrick Black (LEM); 5. Michael Ridge (Cob).

65 (7-9): 1. Christopher Robertson (Kaw); 2. Michael Willard (Kaw); 3. Philip Ivers Jr. (Kaw); 4. Luke Bounzendahl (Kaw); 5. Billy Sprankle (Kaw).

65 (10-11): 1. William Browning (Kaw); 2. Jeffrey Fields (Kaw); 3. Brandon Ellenburg (Kaw); 4. D.C. Thomason (Kaw); 5. Thomas Lee (Kaw).

80 D: 1. Shawn Henson (Hon); 2. Ben Johnson (Yam); 3. Dustin Walker (Yam); 3. Wilson Coker (Kaw); 5. Chris Ferguson (Kaw).

JR MINI: 1. William Browning (Yam); 2. Jason Bault (Suz); 3. Jarred Burrell (Suz); 4. Jeffrey Fields (Yam); 5. Kyle Justice (Kaw).

SR MINI: 1. Hans Neel (Hon); 2. Joshua Summey (Kaw); 3. Chad Albritton (Hon); 4. Casey Barnes (Suz); 5. Danny Smith (Kaw).

S/MINI: 1. Ben Riddle (Kaw); 2. Chad Albritton (Hon); 3. Travis Reagan (Kaw); 4. Daniel Tesh (Kaw); 5. Joshua Summey (Kaw).

125 A: 1. Nathan Ramsey (Suz); 2. Jim Neese (Hon); 3. Mike Katin (Hon); 4. Matt Shue (Yam); 5. Shane Lawson (Kaw).

125 B: 1. David Owens (Suz); 2. Josh Whitmire (Suz); 3. Paul Justus (Yam); 4. Chris Mowery (Suz); 5. Marcus Hedrick (Suz).

125 C: 1. Jason Gilleland (Hon); 2. Derick Hedrick (Suz); 3. Eric Leonard (Kaw); 4. Timmy Morrison (Kaw); 5. Chris Adams (Yam).

125 D: 1. Casey Strickland (Hon); 2. Tracy Owens (Hon); 3. Dale Weller (Hon); 4. Tim Gunter (Yam); 5. Kyle Henson (CZ).

250 A: 1. Jim Neese (Hon); 2. Nathan Ramsey (Suz); 3. Keith Bowen (KTM); 4. Jim Chester (Suz); 5. Adam Humphrey (Suz).

250 B: 1. Marcus Hedrick (Suz); 2. Brian Lane (Yam); 3. Christopher Kuhn (Kaw); 4. Zack Cummings (Yam); 5. Gary Hinkle (Yam).

250 C: 1. Scott Minyard (Hon); 2. Gregg Lunsford (Hon); 3. Cameron Shugart (Yam); 4. Roy Dennie (Hon); 5. Joshua Cagle (Kaw).

250 D: 1. Steve Cannon (Yam); 2. Troy Bunch (Suz); 3. Stephen Law (Hon); 4. Brian Wright (Kaw); 5. Kenneth Cantrell (Yam).

U/L AM: 1. Paul Justus (Yam); 2. Joshua Capps (Kaw); 3. Zack Cummings (Yam); 4. Brad Edwards (Suz); 5. Josh Whitmire (Suz).

25+: 1. Mike Padgett (Yam); 2. Gary Hinkle (Yam); 3. Scott Minyard (Hon); 4. David Shugart (Yam); 5. Furman Parton (Hon).

30+: 1. Daniel Travis Bell (Yam); 2. Richard M. Lee (Hon); 3. Edward Johnson (Hon); 4. Chris Haizlip (Suz); 5. Robert Sutton (Hon).

1995/96 AMA INDOOR WINTER SERIES CHAMPIONS

50 (4-6): 1. Brandon Large.
50 (7-8): 1. Jake Posey.
65 (7-9): 1. Jake Posey.
65 (10-11): 1. Brandon Ellenburg.
80 D: 1. Ben Johnson.
JR MINI: 1. Jason Bault.
SR MINI: 1. J.R. Carter.
S/MINI: 1. J.R. Carter.
125 A: 1. Jim Chester.
125 B: 1. Chris Mowery.
125 C: 1. Joshe Clark.
125 D: 1. Dane Laney.
250 A: 1. Jim Chester.
250 B: 1. John Robertson.
250 C: 1. Joshe Clark.
250 D: 1. Troy Bunch.
25+: 1. Brian Justice
30+: 1. Travis Bell.
U/L AM: 1. Chris Mowery.

Wilson, Holden hot at Oakwood Short Track

By Clay Light

ROY, WA, FEB. 17

National number 78 Don Wilson came away with a win in the Open Pro main at the Oakwood Area, while National 80cc Champion Jake Holden won the 80 and 125cc mains.

Ron Waters, a new national number holder this year, won the first of two Pro heat races, picking up a win over fellow Experts Speedy Kell and Eric Rickman. Heat two went to Wilson, who rode a borrowed Honda, with Pro-Am rider Jeff Holford and Expert Jason Enderson trailing.

Wilson motored to the head of the pack at the start of the Pro main event and was never headed. Waters, Kell and Rickman battled for second-place, with Waters taking the spot. Kell netted third ahead of Holford, the fourth-place finisher, while Rickman nursed an ailing machine into fifth place.

The 80cc class was the largest of the day, with three heats taking the top two directly to the A main. Heat winners were Holden, Kyle Bunger and Dan Weipert. Brad Smith won the B main to fill the last of the seven available slots. Holden led start-to-finish in the A main, while Bunger, Weipert, Scott Houseman and Chris Waite chased him down. Holden, though, would not be denied a win. Bunger netted second ahead of Houseman, Waite and Weipert.

Holden's Honda blurred to the front of the 125cc A main, but this time Waite was looming in his shadow the entire race. Waite couldn't make a pass stick against the Holden and finished a close second. Houseman, Smith and Weipert filled out the top five.

The 250cc class was second to the 80cc class in number of entries and was nearly as exciting. Bultaco rider Byron Dotson walked away with a big win ahead of Honda riders Eric Beers and

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Scott Minster (60) ran away with the 125cc Beginner-class victory during CRC motocross action at Los Angeles County Raceway.

Jake Holden, both of whom forged ahead of class points leader Todd Hill for second and third.

Results

OPEN PRO: 1. Don Wilson (Hon); 2. Ron Waters (Rtx); 3. Speedy Kell (ATK); 4. Jeff Holford (Hon),: 5. Eric Hickman (Rtx).

OPEN A: 1. Christian Vernon (ATK).

250 A: 1. Byron Dotson (Bul); 2. Eric Beers (Hon); 3. Jake Holden (Hon).

125 A: 1. Jake Holden (Hon); 2. Chris Waite (Hon); 3. Scott Houseman (Hon).

80 A: 1. Jake Holden (Hon); 2. Kyle Bunger (Kaw); 3. Scott Houseman (Hon).

80 B: 1. Adrian Frost (Yam); 2. Jerry Hansen (Hon); 3. Sean Light (Suz).

60 A: 1. Mike Rochester (Kaw); 2. Kevin Bunger (Kaw); 3. Nick Sellers (Kaw).

P/W A: 1. Kyle Buchanon; 2. Tyler Thompson: 3. Pat Van Volkenberg.

P/W B: 1. Scott Spratt; 2. Dylan Euanger; 3. Crystal Kinnie.

50 SR: 1. Derek Stallcop; 2. Matt Houseman; 3. Dallas Melby.

50 JR A: 1. Dallas Nelby; 2. Derek Stallcop; 3. Josh Baker.

50 JR B: 1. Brenton Schnitzer; 2. Dylan Euanger; 3. Crystal Kinnie.

30+ A: 1. Todd Hill (Yam); 2. Doug Anderson (Hon).

Conaway conquers CRC MX

By Greg Robertson

PALMDALE, CA, FEB. 18

A pair of good starts helped Craig Conaway prevail in a tough Vet Intermediate class during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Eric Fleming powered to the first-moto lead over Ed Tripp, Conaway and Mike McMillen. Tripp and Conaway were all over Fleming as they started to pull away from the pack. Conaway found a way around both Tripp and Fleming by the second lap. Fleming stayed within striking range as Tripp faded and was passed by McMillen. Bruce Tebo flew through the field after a first-lap crash to push McMillen back to fourth at the halfway point. Tebo reeled in the two front-runners and outbraked Fleming in a corner to take over second. A couple of turns later, Tebo was dogging Conaway, looking to make the pass and win the moto. Coming down off the over-and-under jump, Tebo pulled next to Conaway. A lapped rider caused Tebo to come up short off a jump, swapping sideways and going down hard just before the finish line. Conaway took the first-moto win, with Fleming second ahead of McMillen. Tebo injured his wrist, but limped across the line for fourth ahead of Harold Smith.

Fleming won the second-moto drag race to the first turn but drifted wide, allowing Tripp, Conaway, Alek Spinelli and McMillen to go underneath. Fleming quickly passed Spinelli and started hounding McMillen, while Tripp and Conaway were having their own battle out front. Tripp and Conaway played tag until Tripp seemed to tire towards the end of the moto and slowly drifted back to a fifth-place finish. Fleming finally got around McMillen and took up where Tripp left off on the last lap. Conaway managed to stay a few feet ahead of Fleming for the win. McMillen crossed the finish third followed by Karl Allen.

Results

YAM P/W (0-6): 1. Drew Gosselaar (Yam); 2. T.A. Walker (Yam); 3. Shaun Butler (Yam); 4. Nick Robertson (Yam); 5. Blake Robertson (Yam).

YAM P/W (7-9): 1. Carlos Marin (Yam); 2. Weston Pursley (Yam).

S/STK (0-6): 1. Tye Hames (KTM); 2. Tanner Langham (KTM); 3. Doug Carter (KTM); 4. Tylor Hemme (KTM).

S/STK (7-9): 1. Edward Herring (LEM); 2. Charles Messer (LEM).

60 BEG: 1. Tim McDaniel (Kaw).

60 (0-8): 1. Edward Herring (Kaw); 2. David Carter (Kaw).

80 BEG: 1. Kit Kunath (Yam).

80 (7-11): 1. Blake Mitchell (Hon); 2. Eric Durrer (Suz); 3. R.J. Garcia (Suz).

80 (12-13): 1. Bobby Steffan (Suz); 2. Kevin Jennings (Kaw); 3. Todd Gosselaar (Hon); 4. Brent Gilliam (Yam).

125 BEG: 1. Scott Minster (Suz); 2. Charles Cook (Suz); 3. Chaz Smith (Suz); 4. Ryan Bazendale (Suz); 5. Jared Sproul (Suz).

125 NOV: 1. Graham Howell (Suz); 2. Sean Haworth (Yam).

125 INT: 1. Mike Harris (Suz); 2. Tyson Taylor (Hon); 3. Randy Stefan (Suz).

PRO: 1. Jimmy Lavorci (Suz); 2. Nick Mariose (Suz); 3. Lex Malan (Suz).

250 BEG: 1. Bob Gorman (Yam); 2. Pasha Afshar (Yam); 3. Carl Legaspi (Kaw); 4. Kurt Wolfe (Kaw); 5. Ryan Lane (Hon).

250 NOV: 1. Shawn McIntosh (Yam); 2. Chuck Kober (Suz); 3. Mike Tomlinson; 4. Matt Murphy (Hon).

JR VET BEG: 1. Cy Prado (Kaw); 2. Bob Gorman (Yam); 3. Rodger Leitner (Hon); 4. John Specht (Hon); 5. Chuck St. Romain (Yam).

JR VET NOV: 1. Chuck Kober (Suz); 2. Gabi Abayou (Hon); 3. Sean Haworth (Yam); 4. John Turner (Suz).

JR VET INT: 1. Eric Fleming (Kaw); 2. C.T. Watnabe (Hon).

JR VET EX: 1. Leo Saul (Hon).

VET BEG: 1. Kyle Relitgen (Yam); 2. Mark Nolen (Hon); 3. Carl Legaspi (Kaw); 4. Rob Duncan (Yam); 5. Stanley Norwoods (Kaw).

VET NOV: 1. David Williams (Suz); 2. Gary Harada (Hon); 3. Henry Kokosenski (Hon); 4. Bill Prosser (Kaw); 5. Lee Saul Sr. (Suz).

VET INT: 1. Craig Conaway (Hon); 2. Eric Fleming (Kaw); 3. Mike McMillen (Suz); 4. Karl Allen (Hon); 5. Ed Tripp (Hon).

VET PRO: 1. Scotty Walker Jr. (Suz); 2. Marc Johnson (Suz); 3. Leo Saul (Hon); 4. Eric Casas (Yam); 5. Ken Neitzel (Kaw).

SR BEG: 1. Norm Schiel (Hon); 2. Rick Bohannan (Kaw).

SR EX: 1. Randy Anderson (Yam); 2. Mark Neal (Yam); 3. Bob Dunham (Yam).

OT NOV: 1. Scott Pelkey (Hon); 2. Bruce McCormick (Suz); 3. Frank Derby (Kaw); 4. Mike McMillen (Kaw); 5. Asker Larnkjaer (Suz).

OT AM: 1. Bob Lucas (Kaw); 2. Charles Howell (Yam); 3. Phil Black (Hon); 4. Carlos Marin (Hon); 5. Bob Gardella (Suz).

OT EX: 1. Robert Fiesler (Kaw); 2. Bob Millner (Hon); 3. Bob Sherred (Hon); 4. Frank Mathews (Hon); 5. Steve Barklow (Yam).

OT MSTR B: 1. Ken Renaux (Hon); 2. Dennis McAdam (Kaw); 3. Greg Williams (Suz); 4. Ernie Kopasz (Yam); 5. Jack Kell (Hon).

OT MSTR A: 1. Alan Kent (Yam); 2. Steve Clark (Kaw).

Montoya wins Willow Springs Grand Prix

By Eric Vincent

ROSAMOND, CA, FEB. 17-18

Michael Montoya survived a heated battle to capture the Coors Light and Tom Sera Racing Formula Two Grand Prix race victory at the second round of Willow Springs Motorcycle Club events at Willow Springs International Raceway.

Robbie Dowie was the fastest rider off the F-2 line followed by Steve Teschke, who was quickly caught and passed by a charging Montoya. Dowie was passed in turn one of lap two by Montoya and Brian Garbellini.

Montoya and Garbellini began a fierce battle for the lead. Coming down the front straight to complete lap three they were side by side, with Montoya managing to hold off Garbellini. A lap later, Garbellini was more successful, passing Montoya on the front straight. The duel continued, with Montoya retaking the lead in the back straight of lap six. In the final lap, as the riders entered turn eight, Garbellini suddenly applied a burst of speed and closed rapidly. At the line, the two riders were very close, but WSMC officials declared Montoya the winner.

In the Summit Inn 750 Superbike race, Kenny Kopecky grabbed the holeshot, but was passed by Paul Mumford in the second turn. Seconds later, Kopecky lost second to Keith MacBeth. Mumford pulled off the track in the second lap with a mechanical problem, surrendering the lead to MacBeth. Jerry Evans rode in second with Kopecky third. By the end of lap three, Evans was closing the gap on MacBeth. Meanwhile, Kopecky was passed by Larry Schnur for third. As the leaders completed lap four, MacBeth and Evans were side by side down the front straight. Coming out of turn one, Evans had the advantage. With no lead changes in the top three for the remainder of the race, Evans took the win, followed by MacBeth second and Schnur third.

Results

F-2: 1. Michael Montoya (Yam); 2. Brian Garbellini (Yam); 3. Steve Teschke (Hon); 4. Robbie Dowie (Hon); 5. Robert Yampolsky (Hon).

F-40: 1. Tom Aquino (Suz); 2. John Hilton (Duc); 3. Keith MacBeth (Kaw); 4. Tom Sera (Suz); Larry Schnur (Duc).

500 S/STK: 1. Mark Stoner (Yam); 2. Ross Wells (Yam); 3. Michael Shenoy (Yam); 4. Joe Hammond (Yam); 5. Jeff Leonard (Yam).

600 S/STK: 1. Matt Wait (Hon); 2. Kenny Canedo (Yam); 3. Robbie Dowie (Hon); 4. Robert Yampolsky (Hon); 5. Troy Maturo (Hon).

750 S/STK: 1. Mark Miller (Suz); 2. Ben Welch (Yam); 3. Paul Mumford (Kaw); 4. Kenny Kopecky (Suz); 5. Kevin President (Yam).

OPEN S/STK: 1. Jeff Stern (Suz); 2. Orlando Pablo (Suz); 3. Jason Catching (Suz); 4. Steve Poore (Yam); 5. Brit Lyons (Suz).

550 S/BK: 1. Frank Aragaki (Yam); 2. Rocky Kabotsky (Yam); 3. Ross Wells (Yam); 4. Mark Stoner (Yam); 5. Richard Munn (Suz).

650 S/BK: 1. Robbie Dowie (Hon); 2. Steve Teschke (Hon); 3. Larry Pasquale (Hon); 4. Kenny Canedo (Yam); 5. Mark Cernicky (Hon).

750 S/BK: 1. Jerry Evans Jr. (Yam); 2. Keith MacBeth (Kaw); 3. Larry Schnur (Duc); 4. Michael Fitzpatrick (Yam); 5. Kevin President (Yam).

OPEN S/BK: 1. Peter Christensen (Suz); 2. Chris Voelker (Hon); 3. Curtis Adams (Yam); 4. Chuck Graves (Suz); 5. Michael Fitzpatrick (Yam).

500 MOD PROD: 1. Rocky Kabotsky (Yam); 2. Ross Wells (Yam); 3. Mark Stoner (Yam); 4. Richard Munn (Suz); 5. Joe Hammond (Yam).

600 MOD PROD: 1. Matt Wait (Hon); 2. Robert Yampolsky (Hon); 3. Larry Pasquale (Hon); 4. Kenny Canedo (Yam); 5. Dave Campbell (Hon).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Ben Welch (Yam); 3. Guy Celestre (Suz); 4. Kevin President (Yam); Kenny Kopecky (Suz).

OPEN MOD PROD: 1. Jeffrey Stern (Suz); 2. John Ferdinand (Hon); 3. Orlando Pablo (Suz); 4. Jason Catching (Suz); 5. Steve Poore (Yam).

BOTT L/W: 1. Richard Munn (Suz); 2. Eric Ratza (Hon); 3. Brian Long (Kaw); 4. David Chowenhill (Kaw); 5. Jerry Jirkovsky (Kaw).

BOTT M/W: 1. Mike Voelker (Hon); 2. Brian Rochlitzer (Hon); 3. Kurt Andrews (Duc); 4. Stephen Lilliott (Hon); 5. Rick Pazen (Suz).

BOTT H/W: 1. Larry Schnur (Duc); 2. Scott Liles (Duc); 3. James Lickwar (Duc); 4. Craig Cook (Duc); 5. Roger Sgarbossa (Kaw).

500 SGL: 1. Danny Farnsworth (Hon); 2. Benjamin Morse (Hon); 3. Kenny Kopecky (Suz); 4. Michael McNamara (Hon).

600 SGL: 1. Eric Sherrer (Hon); 2. David DeLeon (Yam); 3. Steve Hill (Suz);. John Nielsen (Yam); 5. Wayne Isaac (Yam).

F-SGL: 1. Kevin Johnson (Tri); 2. Elliot Iverson (W-R); 3. Danny Farnsworth (Hon); 4. David DeLeon (Yam); 5. Eric Sherrer (Hon).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Scott Fabbro (Nor); 4. Danny Farnsworth (Hon); 5. Scott MacAdam (Kaw).

500 NOV: 1. Charles Rollins (Yam); 2. Eric King (Yam); 3. Doug Pitcock (Yam); 4. Sean Koyano (Hon); 5. Mark Kruse (W-R).

650 NOV: 1. Bryan Kovarick (Yam); 2. Ben Grouby (Hon); 3. Kamran Khan (Yam); 4. Long Tran (Suz); 5. Walt Hollis (Hon).

OPEN NOV: 1. Corey Andrews (Hon); 2. Juan Gonzales (Suz); 3. Tony Endres (Hon); 4. Rueben Morales (Kaw); 5. Jim Hutton (Suz).

Elephant CC one to remember

By Dr. Gregory W. Frazier

GRANT, CO, FEB. 18

Fifty-six motorcycle riders suffered defeat in the first annual Elephant Race from Grant Colorado to an 11,669-foot summit in the Rocky Mountains west of Denver, as snow, ice and wind kept all but a few racers from reaching the finish.

First-place finishers included a modified Russian DNEPR sidecar, a 1936 Indian Sport Scout, a 750cc Honda Transalp, and a 1945 Indian Chief.

Entrants expected dry race conditions over 14 miles of public road as weather on the day before the race was warm and sunny. However, six inches of snow fell Saturday night at the 7,000-foot-elevation starting line. Racers encountered increasing snowfall as they left the paved road at the six-mile mark until they reached the last two miles, where most were turned back by 24-inch drifts and 50-mph winds. Many racers claimed loss of traction as the reason they were unable to reach the summit as fresh snow covered ice on the gravel sections of the course. While mechanical problems forced some riders to accept defeat, crashes and fatigue claimed the majority. CN

Results

EURO: 1. George Cunningham (BMW).
ALL-CMRS: 1. Justin Hill (Ind).
ST BK: 1. Mark Achten (Nor).
SDCR: 1. Jack Wells (DNE)
DT BK: 1. John Linder (Ind).
IM: 1. Gregory Frazier (Ind).
STUD TR: 1. Paul Umascht (Hon).

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Willow Springs is at Rosamond, CA - only 90 miles north of downtown Los Angeles on Highway 14

Ph: 805.256.1234 Fax: 805.256.1583 E-mail: racewillow@aol.com

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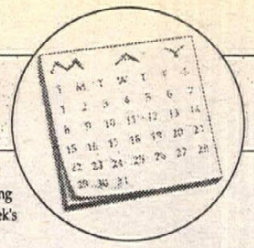
CALENDAR



Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
4/14 Gaivera Montello, Italy, Rnd 1
4/21 Payerne, Switzerland, Rnd 2
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
3/24 Talavera, Spain, Rnd 1
3/31 Valkenswaard, Holland, Rnd 2
4/14 Teutschenthal, Germany, Rnd 3
4/21 Gdynia, Poland, Rnd 4
5/5 Mantova, Italy, Rnd 5
5/19 Cosquin, Argentina, Rnd 6
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
3/31 Gallarate, Italy, Rnd 1
4/21 Schwanenstadt, Austria, Rnd 2
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Berghem, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

International Six Day Enduro
8/12-17 Hameenlinna, Finland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Sweden

AMA Grand Nat'l C'ship Series
3/9 Daytona Beach, FL, Rnd 1
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 TBA, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 TBA, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Goshen, IN, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Goshen, IN, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
3/24 Phoenix, AZ, Rnd 1
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out
10/20 Blountville, TN

AMA Superbike National Championship Series
3/7-10 Daytona Beach, FL, Rnd 1
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
9/27-29 Chandler, AZ, Rnd 10
10/4-6 Las Vegas, NV, Rnd 11

North American Super Bike Series
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Wiseco/Yamaha/Answer/Dunlop /Acerbis/Braking Grand National Cross Country Series
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
3/8-10 San Felipe, BC, Mexico
5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Series
Florida Region
3/17 Palm Beach, FL
3/29-31 Braselton, GA
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
3/23-24 Topeka, KS
4/20-21 Grattan, MI
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
3/23-24 Topeka, KS
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN

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MAMMOTH MOTOCROSS

JUNE 27, 28, 29, 30, 1996

1996 MAMMOTH MOTOCROSS SCHEDULE

- Sat/Sun., 22&23 — Old Timers Weekend
- Thurs., June 27 — Vets (30+), Junior, Intermediate, Expert, Seniors (40+)
- Fri., June 28 — Mini Bikes (No Big Wheels), Junior, Intermediate, Expert Open Bikes (No 250's), Junior, Intermediate, Expert 4-Stk Race
- Sat., June 29 — 125cc Junior, Intermediate, Expert
- Sun., June 30 — 250cc Junior, Intermediate, Expert, Women
- Practice Schedule — June20-June21/June 24-June 26 *(practice closes at Noon on June 21 & June 26)*

The first entry ad will appear in Cycle News Issue #20, on sale May 15th
The next entry will appear in Cycle News Issue #23, on sale June 5th

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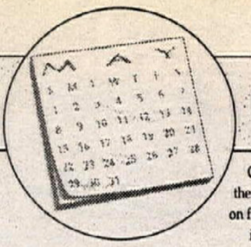
A Rider For the Riders
Sat., Mar. 16 GFI Saturday Practice Day (8am-1pm) Perris
Sat., Mar. 23 AXO Racing/GFI Winter Series Round 3* make up date Perris
Sun., Mar. 24 GFI Winter Series North-South Showdown Perris
*Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

CLUB MOTO
OPEN PRACTICE
Tuesday & Thursday 4PM to 10:30PM
Saturday & Sunday 9AM to 5PM
Full Prep Every Open Day
Livermore, CA (510) 443-MOTO



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
3/23-24 Phoenix, AZ
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

Southwest Region
3/29-31 Las Vegas, NV

WERA Nat'l Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
3/17 College Station, TX, Rnd 1
* 3/23 Braselton, GA, Rnd 2
3/30 Clermont, IN, Rnd 3
4/6 Grattan, MI, Rnd 4
4/13 Talladega, AL, Rnd 5
* 4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
3/4-5 Daytona Beach, FL
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/30 Casey, IL
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
3/24 Lucerne Valley, CA
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/7 St. Augustine, FL
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
3/30 Casey, IL
4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
3/10 Palmdale, CA
3/17 Tulare, CA
5/5 Dixon, CA
6/23 Eugene, OR
9/22 Femley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

NETRA C'ship Enduro Series
4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
4/14 Modena, NY
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT

8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
3/28-30 Las Vegas, NV
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
3/17 Forest Hill, LA
3/31 New Augusta, MS
4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
4/13 Purcell, OK
4/14 Ada, OK
5/4 Indianapolis, IN
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA Championship Hare Scrambles Series
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
3/24 Cass, AR
4/14 Oklahoma City, OK
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
3/24 Turkey, TX
4/21 Pueblo, CO
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
3/9-10 Sacramento, CA
3/30-31 Sacramento, CA
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
3/17 Perris, CA
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
3/10 Colorado Springs, CO
3/17 Colorado Springs, CO
3/24 Grand Junction, CO
3/31 Pueblo, CO
4/7 Colorado Springs, CO
4/14 Pueblo, CO
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado Nat'l SX Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
3/10 Fort Hood, TX
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
3/2-3 San Bernardino, CA
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

Mid-Atlantic Vintage Trials Series
3/24 Union Bridge, MD
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
3/10 Orlando, FL
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida MC Dealers Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
3/17 Hillsboro, KS
4/21 Arkansas City, KS
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
3/24 Marion, KS
4/14 Hillsboro, KS
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
info 316/942-6527

NMA World Mini Grand Prix
4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
3/31 Euless, TX

Open House

FRIDAY MARCH 15, 1996 9:AM - 8:PM

KAWASAKI FACTORY RIDERS

Kawasaki TEAM GREEN

Riders:
Jeff Emig
Ryan Hughes
Damon Huffman
7:pm - 8:pm

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DELAWARE STATE FAIRGROUNDS
AMA GRANDSTANDER
GRAND NATIONAL
1/2 MILE
MAY 4, 1996

Tickets Available Now!
Enclosed Clubhouse.....$25.00
Box Seats.....$22.00
Reserved Seats $20.00
General Admission.....$18.00

Practice 4:15pm
Qualifying 5:30pm
Opening Ceremonies 7:30pm

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MOTOCROSS PRACTICE EVERY SATURDAY 8:00AM Till 1 PM
Please Call to Confirm Practice & Race Dates & Times
(909) 880-3090 Ext.4

Sunday, March 10	SRA Gran Prix
Sunday, March 17	Blockbuster MX - Round #3
Sunday, March 24	Off Road Short Course Series

MX Event of the Year May 12, 1996
The SHOEI 125/250 AMA MX National
Saturday, May 11, 1996 - AMA Amateur Day

CRC **California Race Schedule**
100% PRO PAYBACK

Sun., March 10	CRC MX	L.A.C.R.
Sat., March 16	Old Timer National	L.A.C.R.
Sun., March 17	Old Timer National/CRC MX	L.A.C.R.
Sun., March 24	CRC MX	L.A.C.R.
Sun., March 31	CRC GP "Golden Bear"	Glen Helen

Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

GNC Texas Series
March 31, 1996
Mosier Valley MX
Euless, Texas
Call: 817-694-2901
GNC MOTOCROSS

THE 1996 AMP SPRING SERIES IS COMING
RD #1
MARCH 24, THE OATFIELD
RD #2
MARCH 31, HOLLISTER
INFO: (209) 541-0860 (408) 238-8208

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Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

Motowest Racing presents

NIGHT MOTOCROSS RACING
under the lights at Club Moto!
Saturday, March 16th
Saturday, April 6th
Gates Open - 3:00 p.m.
Practice 5:00 p.m.
1st Race 6:30 p.m.

AMP sanctioned
150% Pro Payback!
33% Trophies All Classes!
$100.00 "Pro Dash For Cash"

CLUB MOTO Livermore, CA
Info 408-238-8208 or 415-587-8678

MOTOCROSS RACING AT ITS FINEST

HILLCLIMB
Saturday, April 20,1996
AVi Hotel & Casino
During the Laughlin Nevada River Run
$2500.00 Purse
Plaques, King of the Hill Trophy
$20.00 Entry Fee
Classes: 0-125, 126-250, 250-500, 501-Open
1-800-200-8482
Under direction of the Jackpine Gypsies M.C., Sturgis, SD

INTER•SHOWS
MOTORSPORT PROMOTIONS

Presents
Budweiser KING OF BEERS
MOTORCYCLE **SWAPMEET**
Friday, March 8

Accessories
Apparel
Parts

24-Hour Info: (714) 364-2542
Orange County Fairgrounds, Costa Mesa
General Admission $6.00

BUY OR SELL
Sellers! Hurry and reserve your spaces...they go quickly! Spaces include 10'x10' for $40; 10'x15' and prime spaces for $50. New private party section $25 (turn junk into cash). Motorcycles for sale area $15. ANYONE CAN BE A SELLER!

DISCOUNT COUPON
$1 OFF ONE ADULT ADMISSION
GOOD **MAR. 8TH** ONLY
INTER•SHOWS MOTORCYCLE SWAPMEET
Not good with any other offer or discount
CN

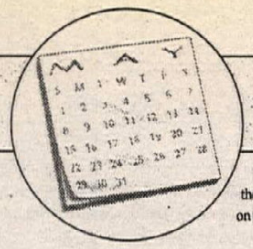
STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845
Open Riding Practice
Tuesday & Thursday Nights!
4:30 pm to 9:30 pm
NEW EXPANDED HOURS
Saturday Mornings!
9:00 am to 2:00 pm
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway On Ramona Expressway at the Lake Perris Fairgrounds

TULARE CYCLE PARK
Tulare, CA
Event Calendar

Saturday & Sunday
March 16 & 17
AHRMA Double Your Fun Weekend
(Vintage Only)

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

Glen Helen **SHOEI** AMA ProRacing
125/250cc National MX
May 12
24 Hr. Info: 909-880-3090



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

4/14 Burleson, TX
4/21 Waller, TX
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
3/10 Blountville, TN
3/24 Blountville, TN
3/31 Kingsport, TN
4/14 Kingsport, TN
4/28 Wytheville, VA
5/5 Blountville, TN
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
3/10 Montague, TX
3/24 Whitney, TX
4/7 Wheatherford, TX
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage MX Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
3/23-24 La Grange, CA
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
3/17 San Bernardino, CA
3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series
4/27-28 Odgen, UT
5/18-18 Salt Lake City, UT
6/8-9 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

GFI Winter Series
South Region
3/23 Perris, CA
North-South Showdown
3/24 Perris, CA
Info 909/684-6996

MARCH

S	M	T	W	T	F	S
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24	25	26	27	28	29	30
31						

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

• DENOTES PRO PAYBACK

March 8-10
• ARIZONA INDOOR FLAT TRACK - USA Motorsports, Motor Spectacular, Tucson Convention Center, Tucson. Info: 602/996-9847 or (602) 540-4349.

Fri, March 8
CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

FLORIDA SHOW - J&P Promotions, Daytona Beach Boardwalk Motorcycle Show, Daytona Beach Boardwalk, Daytona Beach. Info: 319/462-4855.

March 9-10
ALABAMA DRAG RACE - IDBA, Montgomery Motorsports Park, Montgomery. Info: 205/849-7886.

ALABAMA MOTOCROSS/POKER RUN - Tuskegee International Speedway, Tuskegee. Info: 334/727-4130

• ARIZONA MOTOCROSS - CMC/Double D/Nomads, Desert State Classic - Rnds 5-6, Sierra Vista Nomad Raceway, Sierra Vista. Info: 602/849-1572.

• OHIO MOTOCROSS - AMA/American Motosports Inc., American Motosports Motocross Park, McArthur. Info: 614/596-2057.

• SOUTH CAROLINA MOTOCROSS - AMA/Kilgore Moto-sports/Dist. 29, Sun - District benefit race, I-95 Motocross, Hardeeville. Info: 803/784-2408.

Sat, March 9
• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA SHOW - Hottest Custom Iron Daytona Show, Klassix Auto Museum, Daytona Beach. Info: 904/252-3800.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

Sun, March 10
ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Storm Ranch. Info: 602/582-2294.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA HARE SCRAMBLES - AMA/Dist 36/Timekeepers M.C., Hollister Hills SVRA, Hollister. Info: 408/265-2122.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/957-2985 or 909/880-3090.

• CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

CALIFORNIA SWAP MEET - "The Guyz" at "The Shop", Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

• COLORADO MOTOCROSS - SRAC/MEM Promotions, Coyote Raceway, Colorado Springs. Info: 800/242-6581.

• FLORIDA MOTOCROSS - Inside Line Racing, Florida Vet Championship Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

IOWA SHOW - J&P Promotions, 16th Annual M/C Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

• KANSAS MOTOCROSS - Outlaw Motocross Series - Rnd 1, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

MARYLAND MOTOCROSS - Middle Atlantic Motocross Association, youth, Budds Creek MX Park, Budds Creek. Info: 410/273-9035.

• NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

• NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 800/340-8070.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions/AMC, 13th Annual Carolina Winter Series, Montrose Moto-x Park, Raeford. Info: 818/554-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

OREGON POKER RUN - OMRA/Trailsmen, First Chance Poker Run, non-points event, Tillamook. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

• TEXAS MOTOCROSS - Greenville MX Park, Greenville. Info: 903/450-0017.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

Wed, March 13

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 16-17

ALABAMA MOTOCROSS/POKER RUN - Tuskegee International Speedway, Tuskegee. Info: 334/727-4130

• CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Internatinal Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Old Timer National, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Winter National, L.A. County Raceway, Palmdale. Info: 310/864-6875.

Sat, March 16

• ARIZONA SPEEDWAY - I.C.E./WSRA, 14th Annual Speedway Ice Racing National Championships, America West Arena, Phoenix. Info: 970/262-9067.

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Motowest/AMP, Club Moto, Livermore. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA TT & DIRT TRACK - AHRMA/Triple MX Promotions, Tulare Cycle Park, Tulare. Info: 805/832-1955.

• CALIFORNIA SPEEDWAY - International Speedway, Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• FLORIDA MOTOCROSS - West Fla. Motocross Park, Milton. Info: 904/623-6038.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

Sun, March 17

CALIFORNIA SWAP MEET - Team Eddie Mulder, Willow Springs Raceway, Rosamond. Info: 805/251-8662.

CALIFORNIA MOTOCROSS - AMA, Blockbuster MX Series - Rnd 3, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA/D-37/Prospectors M.C., 41st Annual Goldrush Enduro, Searless Station, Red Mountain. Info: 818/344-8151.

CALIFORNIA MOTOCROSS - AHRMA/Triple MX Promotions, Tulare Cycle Park, Tulare. Info: 805/832-1955.

• COLORADO MOTOCROSS - SRAC/Coyote, Coyote Raceway, Colorado Springs. Info: 800/242-6581.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

• FLORIDA MOTOCROSS - Double A Promotions, Fla/Ga Spring Series - Rnd 1, North Florida Raceway, Jacksonville. Info: 904/268-2376 or 845-2076.

IDAHO HARE & HOUND - AMA/Dirt Inc., National Championship Series, Murphy. Info: 208/459-0910.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man/2-hour, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

• KANSAS MOTOCROSS - Kansas State Hare Scrambles Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

LOUISIANA ENDURO - Texas State Enduro Championship Series, East Texas Division, Great Piney Enduro, Fort Polk. Info: 800/55-TSCEC.

LOUISIANA ENDURO - AMA/Acadiana Dirt Riders, National Championship Series, Forest Hill. Info: 504/876-2280.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• NEVADA MOTOCROSS - CMC/Nevada Old Timers, Spring Series - Rnd 2, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NORTH CAROLINA MOTOCROSS - AMA/Dist 29/Devil's Ridge MX, Sanford. Info: 919/776-2412.

• OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHOW - J&P Promotions, 8th Annual Super Series Bike Show & Parts Extravaganza, Fram Show Complex, Harrisburg. Info: 319/462-6011.

• PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Carlisle. Info: 717/249-6036.

• PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 2, Sand Hill, Chesterfield. Info: 423/323-5497.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Centerville. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS SHOW & SWAP MEET - 8th Annual Motorcycle Expo, Show, Swap Meet, Convention Center, Arlington. Info: 214/216-5520.

WISCONSIN SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Dane Co. Expo Center, Madison. Info: 319/462-6011.

Mon, March 18

CALIFORNIA ENDURO-THON - 2-man, 2-hour, 2-mile scrambles course, San Jose Fairgrounds Speedway, San Jose. Info: 408/295-6906.

Wed, March 20

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 23-24

ALABAMA MOTOCROSS/POKER RUN - Tuskegee International Speedway, Tuskegee. Info: 334/727-4130

CALIFORNIA TRI-EUROPEAN SCRAMBLES - Dist. 37/AMA/Huntington Beach Motorcycle Club, Johnson Valley OHV area, Lucerne Valley. Info: 714/633-2758.

CANADA SHOW & SWAP MEET - Neveu Productions Inc., Motorcycle swap meet, custom bike show, motorcycle auction and tattoo contest, Queen Elizabeth Building, Exhibition Place, Toronto. Info: 705/778-2275.

Sat, March 23

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - AMA/New Moon Motocross, Springfield. Info: 513/324-2453.

• PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, March 24

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Oakflat. Info: 602/582-2294.

ARKANSAS ENDURO - Black Jack Enduro Circuit, White Rock Enduro, Cass. Info: 417/345-26211.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series: North-South Showdown, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, El Trial de Espana, vintage/beginner, Lucerne. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLE - AMA/Dist 36/Hayward M.C., B&C Series, Cow Mountain, Ukiah. Info: 510/828-7518.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/A&J Promotions, Nor-Cal Series, Metcalf Cycle Park, San Jose. Info: 510/829-9386.

• CALIFORNIA MOTOCROSS - AMP, Yamaha of Modesto Spring Series - Rnd 1, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

• COLORADO MOTOCROSS - SRAC/Extreme Promotions, Grand Junction Outdoors, Grand Junction. Info: 800/242-6581.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Green Acres, Marion. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873.

MARYLAND HARE SCRAMBLE - AMA/D-7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MISSOURI SHOW - J&P Promotions, Inaugural Super Series Bike Show & Parts Extravaganza, American Royal Complex, Hale Arena, Kansas City. Info: 319/462-6011.

• NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NORTH CAROLINA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Hickory. Info: 304/284-0084.

OHIO MOTOCROSS - AMA/D-11/Lost Hollow Racing, Nelsonville. Info: 614/767-3089.

• OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - Middle Atlantic Motocross Association, youth, Happy Ramblers, Hanover. Info: 410/273-9035.

• PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS ENDURO - Texas State Enduro C'ship Series, Championship Division/High Plains Division, Caprock Canyon Enduro, Turkey. Info: 800/55-TSCEC.

TEXAS HARE SCRAMBLES - AMA/Trail Riders of Houston, National Championship Series, Columbus. Info: 713/444-1542.

The Arizona AMA National

Weekend of Thunder

Canyon Off Road Park - Phoenix AZ

March 23

Canyon offers all racers the chance to ride the 4-Stroke National Track!

PeeWee • 60cc • 80cc

125-250-Open

All Vets 25, 30, 40, 50+

Quads • Four Strokes

PRO: 125-250-Open

Southwest area Qualifier for the Loretta Lynn's Amateur National.

(AMA Membership will be required for qualifier only.)

Race Fees:

$20 PeeWee $25 Amateur $30 Pro

Gate Fees: *$8 Adults $5 Kids 6-12*

All Saturday racers receive

1 Free Gate Pass for Sunday

March 24

Sunday will be Round 1 of the

AMA Western 4-Stroke National Championship

with the World's fastest 4-Stroke Pilots racing for

$4000 Cash!

All Amateur 4-Stroke Classes!

A.V.D.R.A. Vintage MX

80cc Invitational

Open Amateur Invitational

For Invitational Info Call:

602-519-8025 or 849-1572

Race Fees: *Pros Call for Entry Info*

Pre Entry Closes March 18

Sportsmen: $25

Gate Fees: *$10 Adults $8 Kids*

Special Sunday Memorial to Donny Schmit

Special Thanks to our Sponsors

FMF SO. CALIF. · SRD SUSPENSION · DAYSTAR · SUNOCO RACE FUELS · PRO CIRCUIT · TORCO RACING OILS · WISECO · PowerBar · SDI · ENDURA · BIEFFE · BRACO TRAILERS · PJ-1 · ACERBIS · Aston Racing ATV & MORCYCLE SUPPLY · APACHE · THOR · IMS · WHITE POWER FILTER · Cochise MOTORSPORTS · PREMIER MOTORSPORTS · PRO-SPORT · WESTERN HONDA · Metro Motorsports · Town & Country Motorsports · SUNNYSLOPE HONDA · Big Joe's Cycles FLAGSTAFF · Dirt & Street Unlimited

TEAMS FROM KTM • ATK • CCM • HUSABERG • SUZUKI • HONDA • KAWASAKI

AMA Pro Racing Returns to Arizona - Don't Miss It!

THE 1996 COORS LIGHT

SPRING CLASSIC

SATURDAY NIGHT · MARCH 16TH · 1996

ORANGE COUNTY FAIRGROUNDS · COSTA MESA

GATES OPEN AT 6:30 P.M. • FIRST RACE AT 8:00 P.M.

1 NIGHT ONLY AMA CHAMPIONSHIP

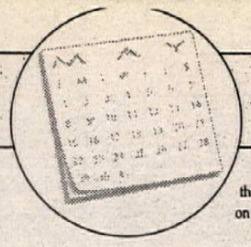
The Very Best Overseas & American Based Speedway Riders Battle Head-To-Head

Adults $10 · Juniors (13-17) $6 · 12 & Under Free

FREE PARKING · FREE PROGRAMS

For More Information Call International Speedway at (714) 492-9933

– 1996 SEASON OPENER FRIDAY NIGHT, APRIL 12TH - 8 P.M. –



CALENDAR

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• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

Wed, March 27

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 30-31

TENNESSEE DUAL SPORT - AMA/ Racer Productions, Dual Sport Trail Ride Series, Hurricane Mills. Info: 304/594-1157.

TEXAS DRAG RACE - AMRA, Southern Region, 1/8 mile, Hallsville Dragway, Hallsville. Info: 708/250-0838.

Sat, March 30

CALIFORNIA MOTOCROSS - D.A.R.E. San Jacinto Police Dept. invites all police, fire and medical agencies, Rainbow II Cycle Park, San Jacinto. Info: 909/654-5020.

• CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

ILLINOIS VINTAGE MOTOCROSS - AHRMA/AMA, Vintage Iron MX National - Rnd 2, Lincolm Trial Motocross, Casey. Info: 217/932-2041.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

• OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

• PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, March 31

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - CRC, Golden Bear, Glen Helen Raceway, San Bernardino. Info: 805/ 272-8889 or 909/880-3090.

• CALIFORNIA MARATHON - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

• CALIFORNIA MOTOCROSS - AMP/Motowest, Yamaha of Modesto Spring Series - Rnd 2, Hollister Hills GP track, Hollister Hills. Info: 209/541-0860, 415/587-8678 or 408/ 238-8208.

• CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic Nationals - Rnd 1, Quail Canyon, Gorman. Info: 714/367-1141.

• COLORADO MOTOCROSS - SRAC/ Pueblo Motorsports Inc., Pueblo Raceway, Pueblo. Info: 800/242-6581.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

• KANSAS MOTOCROSS - KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnerville. Info: 606/472-3442.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS SHOW - J&P Promotions, 3rd Annual Super Series Bike Show & Parts Extravaganza, Bayside Expo Center, Boston. Info: 319/462-6011.

• NEBRASKA MOTOCROSS - Outlaw Motocross Series - Rnd 2, White Sands Raceway, Ashland. Info: 402/556-5801.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OREGON POKER RUN - OMRA/ COMAC, Joker Poker Run, non-points event, Bend. Info: 503/678-2779.

• PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

• TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - AMA/ Victory Sports, Mega Series, Hidden Acres, Kingsport. Info: 423/323-5497.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, LTR AMA National, Post. Info: 800/55-TSCEC.

TEXAS ENDURO - AMA/Lubbock Trail Riders, National Championship Series, Crosbyton. Info: 806/748-0446.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.

Wed, April 3

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 6-7

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

Sat, April 6

• CALIFORNIA MOTOCROSS - Motowest/AMP, Club Moto, Livermore. Info: 408/238-8208 or 415/587-8678.

• CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M.C., Lodi. Info: 209/544-1027.

MICHIGAN MOTOCROSS - Baja Acres, Spring Fling, Millington. Info: 517/871-3356.

• OHIO MOTOCROSS - CRA, Malvern MX Park, Malvern. Info: 216/262-4945.

• OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

• PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Loretta Lynn qualifier, Hanover. Info: 717/359-4310.

TEXAS VINTAGE GRAND PRIX - B.R.O.S./Pecan Creek MX Park, vintage only off-road grand prix, Denton. Info: 817/484-1321, 871/243-5764.

Sun, Apr 7

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Gold[illegible] Motocross Champions[illegible] Ranch Raceway, Madera. Info: 209/661-0706.

POSTPONED

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AMA, Blockbuster MX Series - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

• COLORADO MOTOCROSS - SRAC/Coyote, Coyote Raceway, Colorado Springs. Info: 800/242-6581.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• KANSAS GRAND PRIX - Outlaw MX Series - Rnd 3, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

• NEVADA MOTOCROSS - CMC/ Nevada Over the Hill Gang, Spring Series - Rnd 3, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 3, Cathey's Creek, Forest City. Info: 423/323-5497.

OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 216/482-2971 or 332-9465.

Wed, April 10

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 12-14

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Cal-City Spring Board 200, California City. Info: 818/992-6355.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

Technician Wanted
Honda M/C Yamaha W/C dealer needs experienced tech. Year round position. Low cost of living, mild winters. Jackson, TN. (901) 668-4191. TN. (307-10)

Sales Pro Needed
Enjoy the "California Dreamin" life style in sunny So. Calif. join the #1 volume dealer in this district with Honda-Kawasaki-Jet Ski and power products. Phone Bob Emde at Poway Honda-Kawasaki. (800) 350-4151 or fax resume to (619) 486-3130. CA. (207-TFN)

Honda Technician
Exper. Honda mech., Goldwing exper. preferred. Very active Honda shop. Orange County. Excellent pay plan. Year round. Call Ralph (714) 842-5531. CA. (307-10)

Parts/Service/Manager
Central PA. full line Yamaha dealer. Looking for highly motivated, professionals. Openings for Parts and Service Manager. Excellent pay and benefits. Mail or fax resume to Yamaha of Camp Hill, 1101 Slate Hill Road, Camp Hill, PA 17011, Attn: Duane Summers. Fax # (717) 761-6195, (717) 761-6192. PA. (008-10)

Product Development
Major dist./mfg. in motorcycle aftermarket looking to fill product development position. Send resume to: P.O. Box 3424, Thousand Oaks, CA 91359-0424. CA. (308-10)

Mechanic Needed
Multi-line watercraft and motorcycle dealership hiring qualified tech(s). Excellent pay, benefits, 5-day week. Contact Monte Reed Jr at (317) 899-1600, fax resume to (317) 898-2992. Indianapolis. IN. (208-10)

Service Techs and Writers
Berts Motorcycle and Watercraft Mall is now hiring for motorcycle, watercraft technicians and service writers. We're looking for professional, motivated people. Minimal to full experience available. Modern facility and equipment with a great work atmosphere, plus paid vacations, sick days, holidays and co. benefits. Contact Service Manager at (818) 334-1288. CA. (208-10)

Sales Person Wanted
University Honda Yamaha downtown Seattle, WA. has an immediate opening for an experienced sales person. Great pay and benefits. Call Andre (206) 322-3400. WA. (209-10)

PARTS COUNTER help wanted for Honda Motocycle, motorcycle dealer. Minimum 2 years m.c. parts sales experience. Fax resume or apply in person to Honda Peninsula, 1289 W. El Camino Real, Sunnyvale, CA 94087. Fax (415) 968-0307. CA. (209-11)

Parts Person
Northern California no. 1 Kawasaki and Yamaha dealer is looking for a experienced parts person. Must have good attitude and dirt bike experience. Call or fax Don at Hayward Kawasaki Yamaha. (510) 537-2257/fax (510) 537-4283. CA. (309-11)

Technicians
1 Journeyman, 1 apprentice, good pay, benefits, atmosphere, good attitude, tools required. Call Tom Sill at Lake City Honda, Sea-Doo, Kawasaki, in beautiful Seattle, WA. (206) 364-1372. WA.(309-10)

Motorcycle Technicians
Wanted for two positions in dealership. Good pay and benefits. North Jersey (201) 831-1930. NJ. (309-10)

Parts Counter Person
Santa Clara Cycle Salvage & Accessories. (408) 730-0600. CA. (209-10)

Motorcycle Mechanic
Experienced Honda preferred. New facility and ownership. Competitive wages and benefits. South Georgia location. (912) 287-1777. GA. (309-10)

Mechanic - Colorado
Motorcycles, snowmobiles, watercraft. Small busy shop, good pay and benefits. Immediate opening. Call Mike, (970) 247-0845, fax (970) 259-6663. CO. (309-10)

Service Writer
Wanted for busy established dealership. Salary plus commission plus benefits. Call Tim at Rice Honda Sea-Doo. (818) 917-7423. CA. (209-10)

LIVE ON THE beach in beautiful Ventura County just north of Los Angeles. Growing, 17 year old, multi-line dealer needs two full time, year round, experienced line mechancis, and two honest, motivated sales people. Call now: Craig (805) 340-1389. CA. (209-10)

ATV/Motorcycle Mechanic
Highly experienced able to do machining and welding. Largest ATV rental and repair shop on only driveable beach with sand dunes on central Calif. coast, two blocks from ocean. (800) 323-5811. CA. (209-16)

Sports Marketing Representative
Premier U.S. based manufacturer of motorsports protective equipment is seeking a positive-enthusiastic self starter that can make things happen! This multi faceted position will include inside/outside sales, event promotions, and marketing support. This is a ground floor opportunity with a world recognized leader in the industry that is increasing and expanding both product lines and market categories - industry experience is helpful but not required. Only career minded individuals should mail or fax resume/references/salary history to Sports Marketing, P.O. Box 190, Somersworth, NH 03878, (603) 692-4117. NH. (209-11)

Tucker Rocky Phone Sales Rep. Now!
Located at Sunnyvale, CA. warehouse. Base salary + commission + benefits. Send resume: 1250 Elko Dr., Sunnyvale, CA 94089. Attention: Joe Piazza. (408) 734-3750. CA. (209-10)

Service Techs
Metro Boston number one multi line dealer has immediate openings in it's busy service dept. Call Alan at Parkway Cycle (617) 389-7000. MA. (309-10)

Sales Help Wanted
"You meet the nicest people at Mid-Cities", and we need experienced sales help to uphold our motto. Call Doug or Robin at Mid-Cities Honda, Kawasaki, Sea-Doo. (310) 531-1225. CA. (209-10)

Mechanic Wanted
Store located in greater N. Long Beach area. 2 years experience necessary. Ask for Dave (310) 529-3704, fax (310) 529-7632. CA. (209-10)

Accessories/Parts Sales
Oregon's premier motorcycle superstore is looking for motivated personnel. Full and part-time openings. Cycle Sports of Salem, Oregon. Dennis or Jim (503) 390-9000. OR. (209-10)

Sales Manager Wanted:
Lockhart-Phillips, USA is seeking a Sales Manager. Motorcycle and industry experience a must. Candidate should have experience managing a road rep network and dealer base. Looking for a career oriented self starter to join our staff. Salary commensurate with experience. Please send resume to 151 Calle Iglesia, San Clemente, CA 92673 or fax to (714) 498-9492, Attn: Rebecca Cawley. CA. (209-10)

MECHANICS WANTED - Temple City Power Sports a multi-line dealership with watercraft and motorcycle. Experience a must, full-time position, great money and benefits. Call John Z. (818) 287-6167. CA. (209-12)

Mechanic Wanted
Busy So. Cal. Honda Kawasaki Sea-Doo dealership needs qualified m.c./watercraft mechanic ASAP! Full benefits. Call Joe (310) 531-1225. CA. (209-10)

Parts Person Needed
Immediate opening for asst. parts manager. Full time, salaried position. Must be team player with m/c and pwc experience. Contact Randy at Indy H20 Sports Yamaha Kawasaki East. (317) 889-1600. IN. (209-TFN)

Parts Counter Person
Experienced preferred, will train the right person. Contact Bill at Champion Yamaha Honda Kawasaki (714) 642-4343. CA. (209-14)

Sales
Warm beach area, 5 brand m/c ATV, PWC dealer interviewing. Incredible opportunity, call sales manager, Champion Motorcycle (714) 642-4343. CA. (210-11)

Wanted Seattle Area
Experienced technician and service writer for Honda, Suzuki, Husqvarna and WetJet. Late model Suzuki experience a plus. Mail or fax resume to Hinshaw's Motorcycle Store, 2705 Auburn Way North, Auburn, WA 98002. Fax (206) 939-2346. WA. (110)

Factory Sales Reps Needed
3 years experience, all regions, salary plus commission. Fax resume (619) 293-7960. CA. (210-13)

White Brothers Purchasing
White Brothers, the performance parts leader, is looking for a purchasing agent with multiple warehouse experience. Vast industry knowledge, leadership, and proven track record a must. Advance your career and secure your future with White Brothers. Comprehensive income package awaits the qualified individual. Send resume, White Brothers, 24845 Corbit Pl., Yorba Linda, Ca. 92687, Attn: HR. CA. (210-12)

Have Fun Selling Fun
Winner? Team player? Experienced? Top Atlanto dealer for Yamaha, Suzuki, Polaris, Sea-Doo needs top salesperson. Best job in the business. We make money. Cycle Specialty. Fax resume (770) 461-9168, phone (770) 461-3541. CA. (210-11)

SOUTHERN CALIFORNIA Yamaha motorcycle, ATV, and watercraft dealer seeks experienced Yamaha parts department person. Please call Dusty at (909) 628-4748 or fax (909) 628-2689. CA. (210)

M/C and Sea-Doo Sales
If you would like to join our sales crew in Ventura, Ca. we would love to hear from you. Experienced helpful. Good commissions. New and used. Fax resume to (805) 650-8337 or call Phil Smith at Barber Honda Suzuki Sea-Doo, Ventura. (805) 642-0276. CA. (210-11)\

Parts Dept.
We're looking for two experienced motorcycle/watercraft people who are personable and sales oriented. Please apply in person at Kawasaki Polaris of Riverside, 1575 University, Riverside, CA 92507. (909) 683-8839. CA. (309-10)

Regional Service Representative
Yamaha Motor Corp. USA has exciting opportunities for high caliber, professional technicians with customer service skills and flexibility to travel. Must have strong written and verbal communication capabilities, good driving record and hands-on proficiency with Yamaha personal watercraft, ATVs and motorcycles. Dealership experience necessary. PC skills and college courses helpful. Responsibilities include customer service, technical assistance and training. May require relocation. We offer a competitive salary and benefits package. Please send resume and salary history to: Yamaha Motor Corporation, U.S.A., 6555 Katella Avenue, Cypress, CA 90630, Attn: Job Code RSR. Equal Opportunity Employer. CA. (210)

Tech Wanted
Established independent multi-line shop wants an experienced ambitous and stable technician. Quality work is a must. Enjoy the scenic Northwest. Fax (503) 257-5001, phone (503) 257-7047. OR. (210-13)

R & D TECHINICIAN - LPUSA has a ground floor opening for an R&D technician. Duties include check fitment of new products, bike setup for photography. General knowledge of current sportbikes is needed. Responsible and self-motivated is mandatory - racing and shop experience a plus. Please fax your resumé to (714) 498-9492, attn: Cord Bauer. CA. (210-11)

Technicians ★ Sales ★ Parts ★ Office
All American Honda-Suzuki-Kawasaki of Santa Cruz has openings in the above positions. We are seeking experienced, enthusiastic people to join our team. Excellent benefits and pay based on work experience. Please call Pete Ryan at (408) 476-8100 Tuesday-Saturday or fax resume to: (408) 479-1738 anytime. CA. (210)

Sales Manager
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (210)

Mechanic and Service Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (210)

Life's a Beach
Service techs. Live and work on the sunny California coast. Del Amo Motorsports is now accepting resumes for qualified motorcycle/watercraft technicians. We service Yamaha, Suzuki, Kawasaki, Sea-Doo, Ducati. Looking for team players, fax resume attention: Jeff (310) 379-2730 or mail to 1512 Aviation, Redondo Beach, CA 90278. No phone calls please. CA. (210-11)

Honda Technician
Long time established, small, busy Honda dealership needs full time experienced Honda technician, immediate opening, benefits, Glendale, CA. Please call Brian (818) 246-2461, fax resume (818) 246-4586. CA. (210-12)

OUTSIDE SALES rep. for watercraft and motorcycle accessories. Territories available. Ski-line/Lynn Vick Products (714) 632-9500 or fax (714) 630-3966. CA. (310)

Technicians Needed
Multi-line dealer needs technician for motorcycle, watercraft and generators. We offer paid vacations, funded education, year round work. Honda of N. Hollywood, contact Michael Hughes (818) 766-6134. CA. (210-11)

Female Parts Counter Person
Experienced preferred, will train right person. Contact Mo at Long Beach Yamaha (310) 427-2779. CA. (210)

Powersport Technicians
Wanted competitive pay and benefits. Join the winning team at Zim's Sports Plaza (503) 666-9438. OR. (210-11)

Sell What Everyone Wants
Motorcycle, watercraft, snowmobiles, ATVs, no experience necessary will train you. Join the winning team at Town Center. (503) 657-4654. (210-11)

Ducati Husqvarna Moto Guzzi
Dealer in mountains of WNC has immediate full-time opportunity for professional technician. Salary negotiable with ability and experience. (704) 274-4271 for appointment. NC. (210)

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Key position immediate openings, top pay. Nations #1 Suzuki retailer volume used mover million dollar inventory. Sunny, busy Newport Orange County Suzuki. Call Vic (714) 646-2428, fax (714) 645-3251. CA. (210-11)

Northwest Sleeve
Is rapidly expanding and we're looking for career oriented individuals to become part of our future. We specialize in sleeving and manufacturing aftermarket/OEM replacement sleeves for the recreational 2/4 stroke industry. We're looking for prior experience with small engines, operating boring bars, mills, etc., but we will train the right person! Excellent compensation/benefits. Send a letter of introduction or resume to: 150B N.E. Victory, Gresham, OR 97030. No phone calls. OR. (210-13)

MSR
Entry level, full time position for customer service and warranty dept. Applicant must be a motorcycle enthusiast, self motivated good communication skills, industry knowledge a plus. Competitive pay, full benefits. Fax resume to (909) 379-7678, attn: Lisa. CA. (210)

Road Sales Rep. - M/C Parts & Acc.
Tucker Rocky Distributing, the largest and fastest growing supplier of wholesale motorcycle, ATV, personal watercraft and snowmobile parts and accessories in the U.S. has an immediate opening in Kentucky. The successful candidate will call on motorcycle retail stores on a regular basis throughout the state. This is an excellent opportunity for an experienced professional sales person with a proven track record. Full benefits. Send resume to P.O. Box 44353, Atlanta, Georgia with phone number where you can be reached. CA. (210-11)

PARTS COUNTERPERSON FOR motorcycle salvage. Experience a plus. Send resume to High Desert Cycle Salvage, 9405 Mariposa, Hesperia Ca 92345 or fax to (619) 949-2019. CA. (310)

Sales and Parts Position
Honda and Suzuki dealership, Orange Co., Ca. We're looking for good people to complete our team. Must be aggressive and honest.. Top pay for top performers. This is an excellent opportunity for the right people. Call (714) 638-1618. CA. (210-11)

Service Manager
For established successful, aggressive and advanced dealership excellent opportunity for career minded individual. Orange County location. Send resume to: Div. SS, P.O. Box 498, Long Beach, CA 90801-0498. CA. (210-13)

Finance Manager
Malcolm Smith Motorsports has an immediate opening for finance manager. Candidate should be customer service oriented, well organized, have a strong sales background, and work well in a team atmosphere. Knowledge of the motorcycle industry a plus. Fax resume (909) 687-3819 or mail to 7563 Indiana Ave., Riverside, CA 92504. CA. (210)

Pro Circuit Racing
Has immediate openings in sales, shipping and engine departments. Experience required for all positions. Contact Ron Hinson at (714) 993-5400 or fax resume (714) 993-0344. CA. (210-11)

Cycles of Boulder
Is looking for a top notch technician to join our service department. Want to work with a group of professionals in Boulder, CO. Contact James (800) 526-8533. CO. (310-13)

Technician Wanted
Sea-Doo w/c and all brands of bikes. Year round position, paid vacations and good pay. Call Steve (619) 329-1500. CA. (310-11)

Motorcycle/Watercraft Sales
Malcolm Smith Motorsports has an immediate opening for a sales person. Candidate should be customer service oriented, have a strong understanding of motorcycles and watercraft with strong sales ability. Fax resume (909) 687-3819 or mail to 7563 Indiana Ave., Riverside, CA 92504. CA. (210)

POSITION WANTED

Telemarketing Rep.
Successful telemarketing rep. with 15 yrs. experience, looking for P/T position selling to the motorcycle industry out of my home. (916) 677-4321. CA. (310-11)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

FOR SALE INDEPENDENT ACCESSORY service shop in sunny southern Arizona current inventory specializing in dirt, ATV, personal watercraft. Priced at $150,000 turn key operation. Don (520) 327-4839 days, (520) 743-3690 eve. AZ. (310-12)

COLLECTORS

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

HONDA MINI trail 50 bikes. New/used parts. (818) 335-8932. CA. (306-11/C)

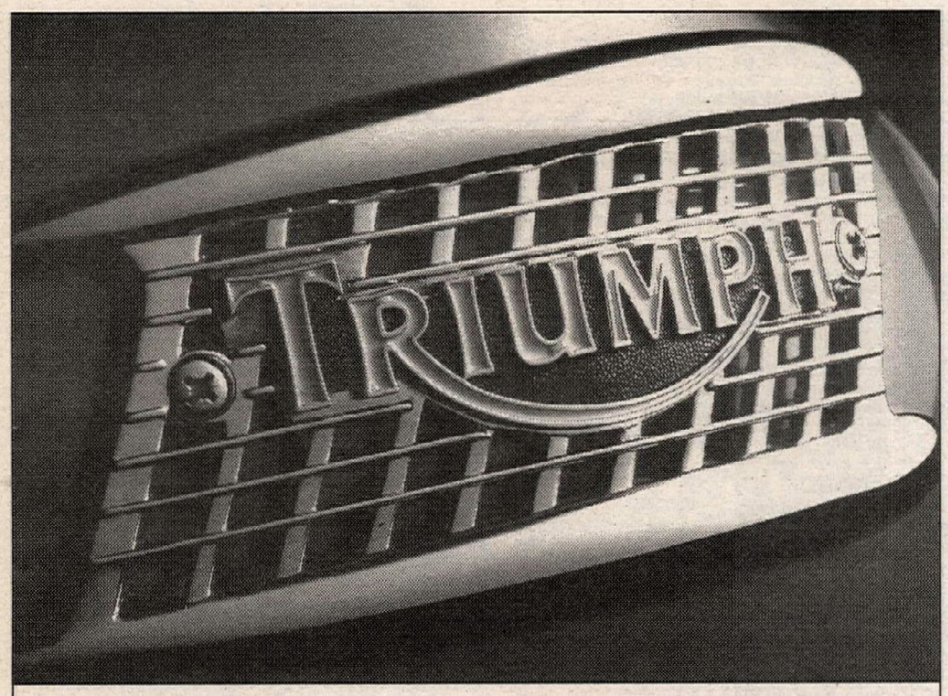
Brochure Collector!
Buy, sell, trade, start a club! Dale, 6784 Camp John Rd., Millington, TN 38053, (901) 876-6883. TN. (307-10/C)

Pssst
La Carrera is coming back - pass the word. CA. (308-11/C)

Ducati F1 Montjuich
Number #195 of 200 world wide production and one of 21 sold by factory in USA. Original owner. Perfect. 1,298 miles. $11,800. Call (615) 264-1762. TN. (308-10/C)

HARLEY 46WL 8,500 miles on complete restoration. Looks, runs excellent. $9,500. (716) 636-8904. NY. (309-10/C)

QUIK SHOP



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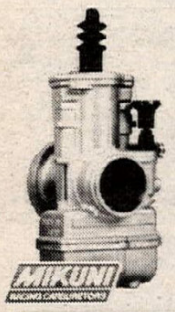

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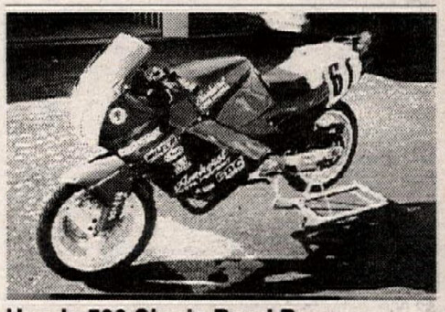

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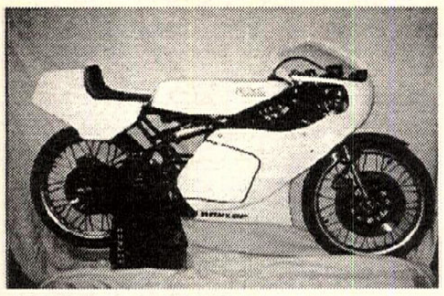

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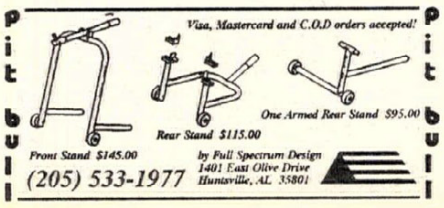

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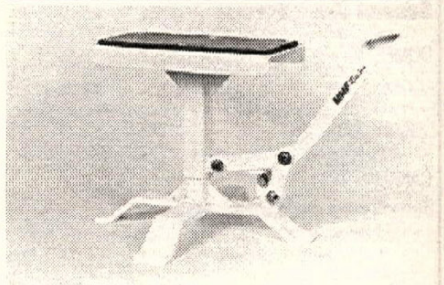

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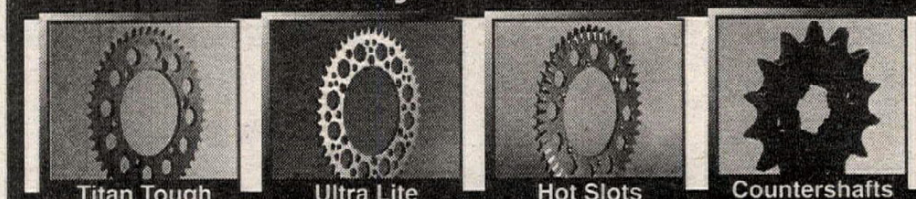
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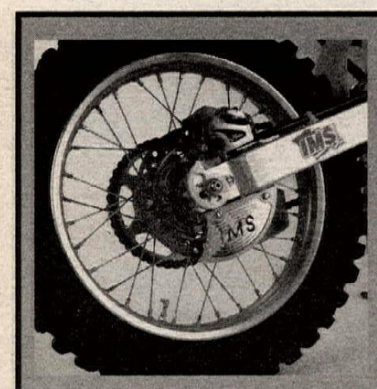
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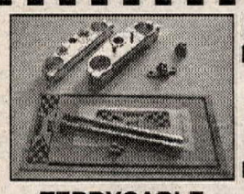

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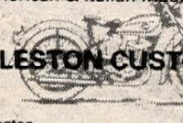

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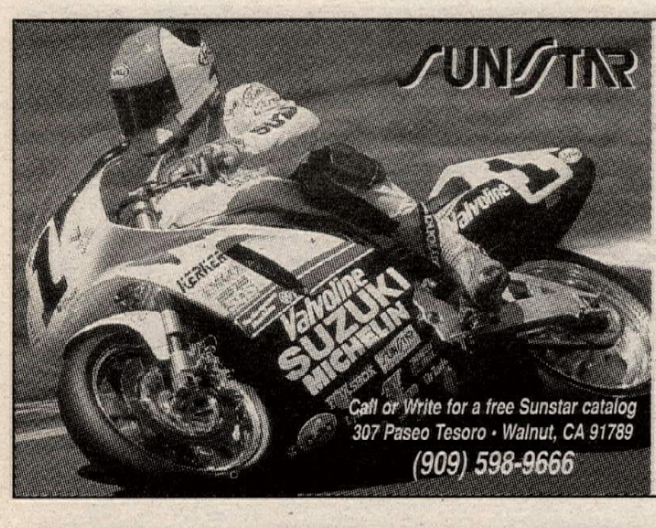

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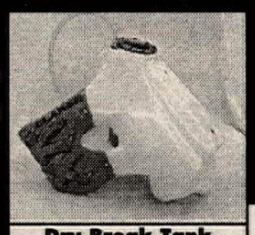

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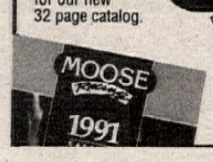

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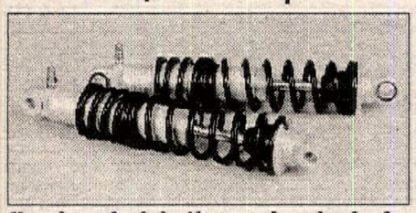

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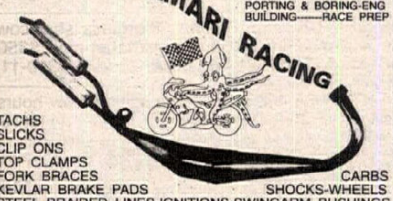

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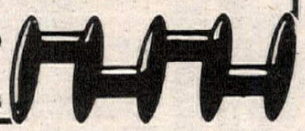

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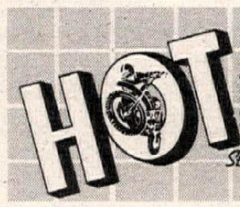

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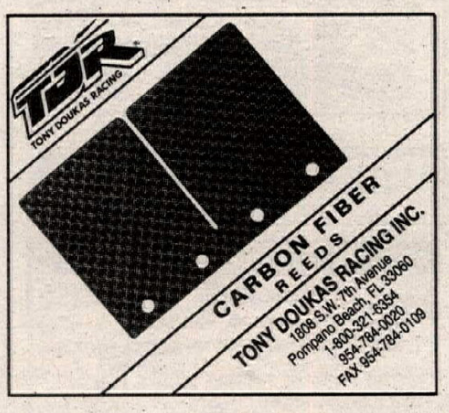

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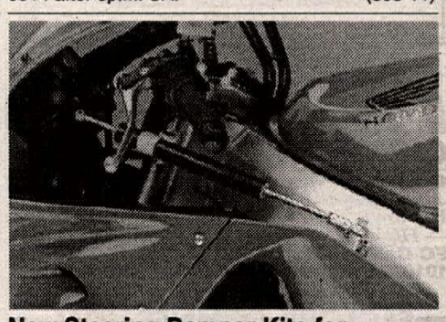

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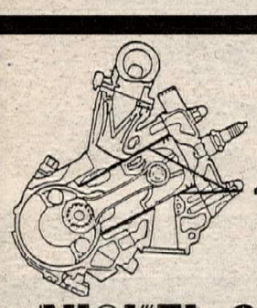

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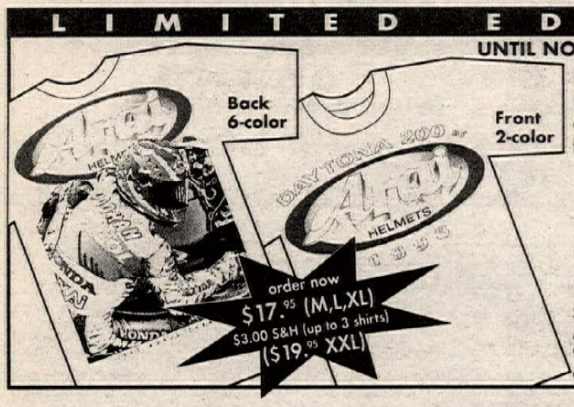

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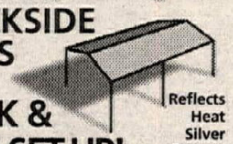

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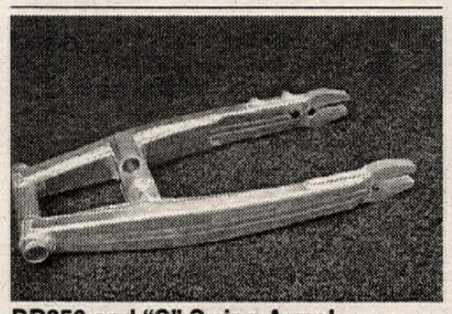

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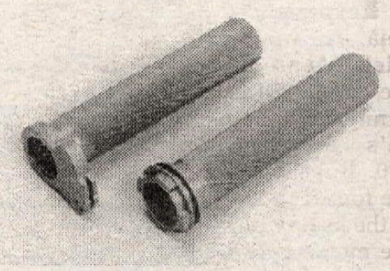

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A VIEW FROM THE FENCE

By Eric Johnson

"I want to stay in Europe and tie Joel Robert's record of six world championships."

So said Stefan Everts to me as we were driving towards Los Angeles International Airport. Stefan was on his way to the FIM World Championship awards banquet in Las Vegas and had stopped over in Manhattan Beach for a few days before making the trek to Sin City. I had become friends with Stefan Everts the year before and had remained in contact with him, usually by fax machine and telephone, throughout the course of his charge towards the 1995 250cc World Motocross Championship. It was now 12 months later and Stefan, his girlfriend Chantal and I had spent the afternoon cruising around Los Angeles, Hollywood, Melrose Boulevard, and the various South Bay beach cities. Throughout the day, we talked about Stefan's championship-winning season, his new ride with HRC Honda-backed RWJ Diesel team, and his future in the sport.

As the 1995 season began to wind down and Stefan began his final march towards the 250cc World Championship, word began to leak out of Europe that Everts was planning to pack his bags and head for the United States, much in the same fashion as legendary Frenchman Jean-Michel Bayle and South African Greg Albertyn. Each rider had won 250cc World Championships in Europe and wanted to prove to the world that he was in fact the best motocross racer on the planet. That meant putting everything into a suitcase, hopping aboard a Trans-Atlantic airliner, and heading to America. Stefan wanted to do the same thing.

Everts grew up worshipping American motocross stars. To him, the best riders in the world were David Bailey, Johnny O'Mara, Jeff Ward and Broc Glover. It was his dream to eventually race in the United States, and by winning the 250cc World Championship, the foundation would be set to make the move. But despite his best-laid plans, things did not work out. Stefan was haunted by injuries, bad luck and, at times, a loss of confidence in his abilities. Since winning the 1991 125cc World Championship, Everts was being touted as the next savior of GP motocross, his move to the highly competitive 250cc World Championship division as a member of Sylvian Geboers factory-backed Bieffe Suzuki team met with an unprecedented amount of interest and attention.

Everts would be competitive immediately, actually in the hunt for the World Championship in his first year. However, a nasty crash at the 1991 German Grand Prix nearly cost Everts his life and racing for the remainder of the year was out of the question. In 1993, Everts recovered and came back to challenge new 250cc-class member South African Greg Albertyn (who had just moved up to the division after winning the 125cc World Championship). However, Albertyn - in his rookie season - went on an early-season terror winning GP after GP that resulted in a massive points lead that Everts could never overcome. Albertyn claimed the 250cc World Championship. And Everts went home to Belgium. Another year, another opportunity wasted. The critics, particularly in Belgium, were beginning to nay-say the young Belgian. The motocross-crazed country saw a hero in Everts and expected him to return the nation to its rightful place as the top motocross country in the world. In 1994, both physically and mentally prepared to take on the 250cc World Championship circuit, Everts went to battle with Albertyn week-to-week in a quest for the highly coveted title. Heading into the home stretch of the series, Everts had a minor miscue during a practice session for the Finnish GP, resulting in a broken collarbone. His season was over. Everts valiantly fought on, but to no avail. Albertyn would go on to claim his second 250cc World Championship. Everts, despite giving it everything he had, returned to Belgium, a failure in the eyes of a number of his more critical countrymen. The critics had a field day. "Everts has no confidence," they said. "He is weak in the mind... He is too fragile... He will never be like his father..." and on and on it went.

Everts "faced the music" and quietly began to prepare for the 1995 250cc World Championship GP opener in Talevara, Spain. It was a do-or-die year for Everts and his career. Despite a few setbacks and sketchy early-season results, Everts put everything together and was crowned the 1995 250cc World Champion at the season-ending French Grand Prix. Everts was so relieved and ecstatic that he was in tears the entire afternoon. He had finally gotten the monkey off of his back - and, perhaps more importantly, silenced his critics.

During the off-season, Everts was lured away from the Jim DeGroot-managed JHK/Kawasaki team. After he won the Japanese manufacturer its first-ever World Championship, Honda came along and snatched up the new champion, eager to have him as a part of their now-serious 250cc World Championship effort.

But what about coming to America? It was supposed to be a sure thing. During the off-season, Stefan Everts did some soul searching. His father Harry Everts had been a four-time World Motocross Champion, and Stefan had literally grown up around Grand Prix motocross racing. (His mother was actually pregnant with him as she followed Harry around the globe). After clinching the 250cc title Stefan had finally received the acceptance he had so rightfully deserved from his countrymen and the world motocross community.

Stefan had also seen what had happened to Greg Albertyn in his quest to take on America. Everts realized that Albertyn had the talent to succeed in American motocross, but to be expected to perform immediately in the unique, intimidating world of supercross was a different story. Albertyn was thrown into the deep end, with no time to get his head wrapped around the ultra-intense, jump-filled climate of American supercross. In an effort to get up to speed as quickly as possible and impress the American motocross public, Albertyn rode way over his head, which resulted in a string of injuries that he could never heal from. In fact, Albertyn's entire 1995 debut campaign (both outdoor and indoor) in America was sabotaged due to the nagging injuries he received through SX earlier in the year.

Stefan Everts was keenly aware of all of this. "I just don't want to go to America and be expected to perform in supercross. I just don't want to ride around at the back of the pack." We spoke about Albertyn's plight in America throughout the entire afternoon. Everts completely respected Greg's decision to come to America, but he also realized that it was a difficult uphill battle at best, not to mention the financial hit he was taking. I mentioned to him that I thought it was cool that he had decided to stay in Europe. Despite some of the critics that have hounded him throughout his career, he was still a hero to the entire European motocross community. I also stated that I believe the prestige of the GP circuit would be severely hurt if he were to leave. He and his name are terribly important to FIM GP motocross. Stefan said that he had "thought long and hard about his decision" and that he wanted to become the greatest GP rider of all time.

After I had dropped him and Chantal off at the airport, I thought that the decision Stefan Everts had made was very cool. CN

LOOKING BACK...

25 YEARS AGO...
MARCH 23, 1971

Readers of *Cycle News* experienced déjà vu seeing **Dick Mann** on the cover as the winner of Florida's Daytona 200. Bugs was the fourth racer in the history of the motorcycle classic to score back-to-back victories... **Ron Bohn** and **John Penton**, the top contenders for the National Enduro Championship, battled over swamp, sand and superhighway in the Alligator Enduro near Daytona Beach. Bohn won overall, while Penton took top honors in the 500cc A class... **Bryan Kenney** methodically dispatched all contenders in the Florida Winter-AMA Series finale at - where else? - Daytona, taking top Open-class honors to cap off his top standing in the series. **Gunnar Lindstrom** was the winner in the 250cc class.

15 YEARS AGO...
MARCH 18, 1981

Déjà vu all over again: **Dale Singleton** won his second (non-consecutive) Daytona 200. The pig farmer from Dalton, Georgia, was serenaded with hog calls in the winner's circle. **Gina Bovaird** became the first woman to finish the event, coming in 37th... **Darrell Shultz** picked up his third win of the AMA Supercross Series at Daytona's round five. Schultz emerged in the lead from a first-turn clash which left **Mark Barnett** and **Bob Hannah** on the ground... "The strategy was to get out in front and not look back," **Jimmy Adamo** said after the Battle of the Twins at you-know-where. Simple but effective, as Adamo led flag-to-flag...

5 YEARS AGO...
MARCH 20, 1991

At the 50th running of the Daytona 200 **Miguel DuHamel** one-upped the old man by bagging the big trophy. Proud pop **Yvon DuHamel** said, "I couldn't be happier." The elder DuHamel had competed in the historic race 14 times, finishing second in 1969... **Jeff Stanton** became the first rider to win the Daytona Supercross three years in a row. **Jeff Ward** finished second, while **Jean-Michel Bayle** finished third despite three crashes en route... **Ronnie Jones** overcame an average start on a slick track to win round one of the Camel Pro Short Track Series. Runner-up **Chris Carr** said, "When you get down on a real slippery track and Ronnie Jones can make it work on the bottom, nobody's going to beat him." CN

Dick Mann won the 1970 Daytona 200 on a factory Honda. Photo from *Cycle News* archives.

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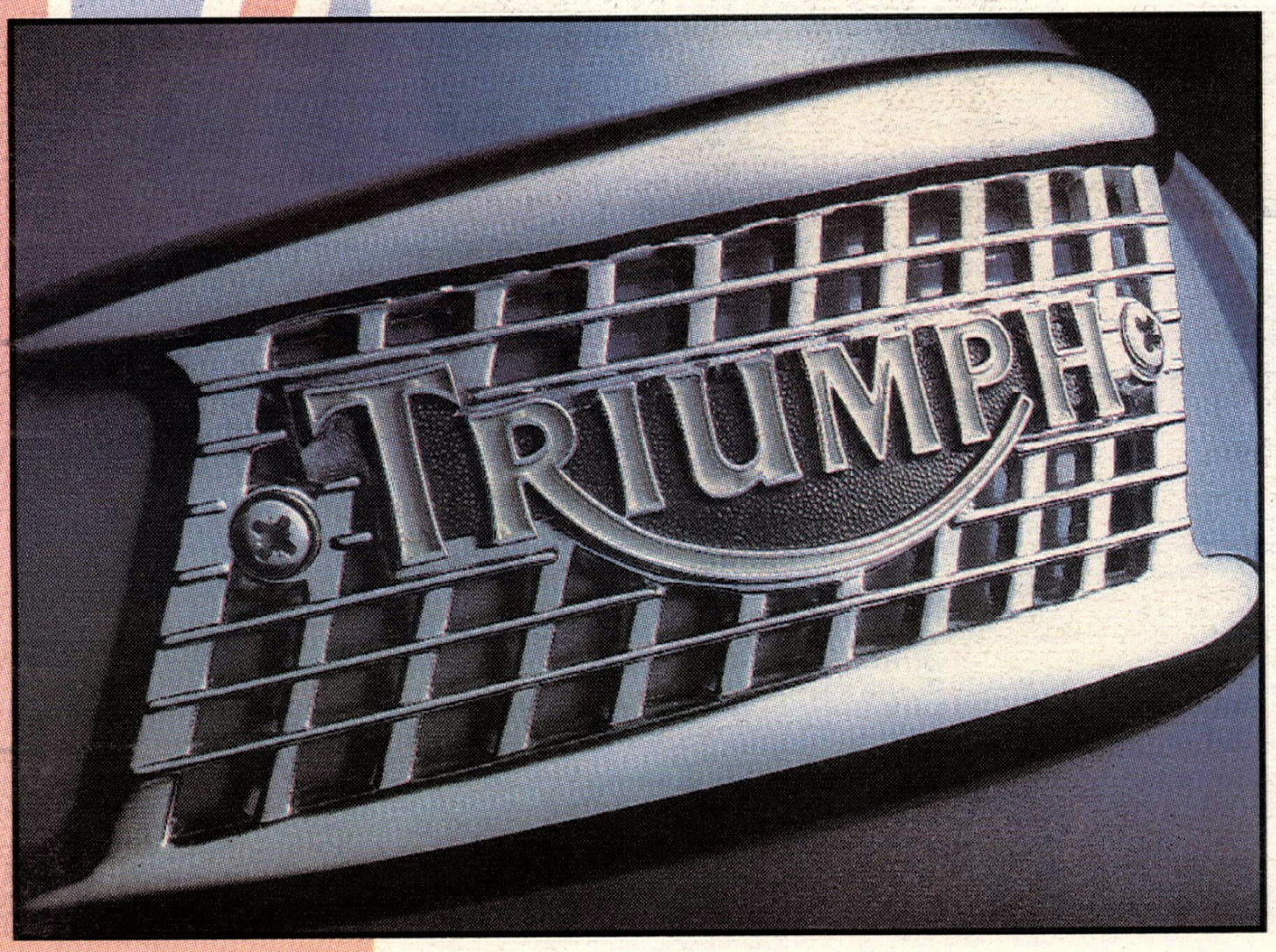

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